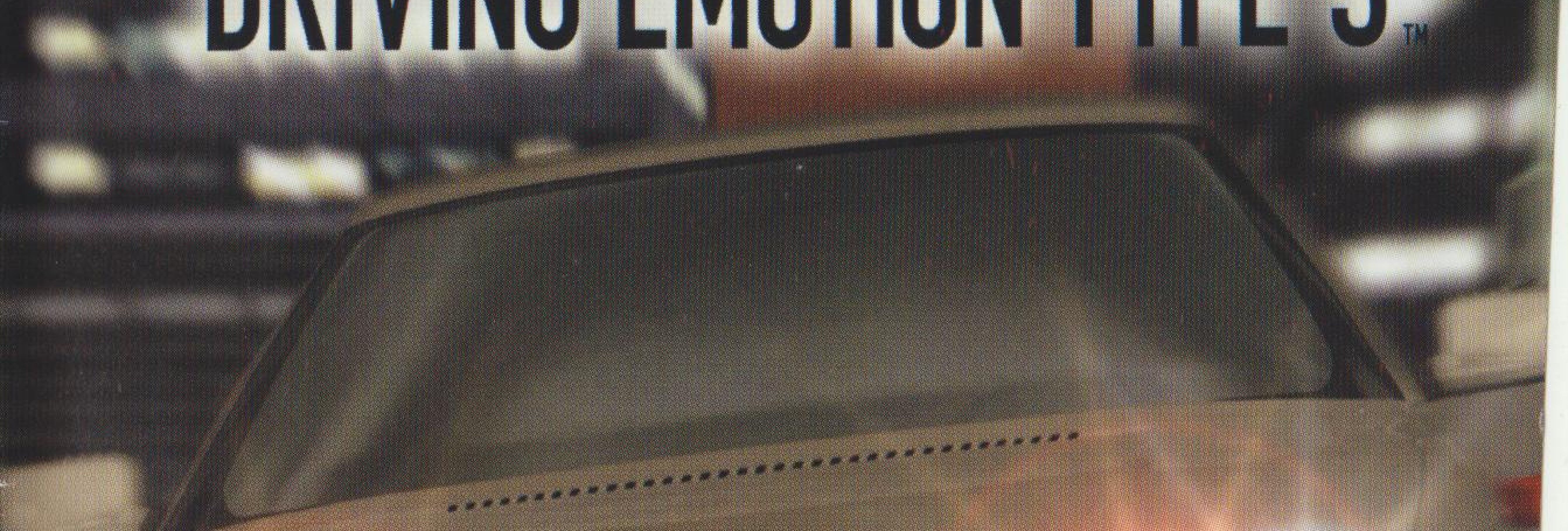
DRIVING EMOTION TYPE-S™



SQUARESOFT™

Precautions

- This disc contains software for the PlayStation®2 computer entertainment system. Never use this disc on any other system, as it could damage it. • This disc conforms to PlayStation®2 specifications for the PAL market only. It cannot be used on other specification versions of PlayStation®2. • Read the PlayStation®2 Instruction Manual carefully to ensure correct usage. • When inserting this disc in the PlayStation®2 always place it with the required playback side facing down. • When handling the disc, do not touch the surface. Hold it by the edge. • Keep the disc clean and free of scratches. Should the surface become dirty, wipe it gently with a soft dry cloth. • Do not leave the disc near heat sources or in direct sunlight or excessive moisture. • Do not use an irregularly shaped disc, a cracked or warped disc, or one that has been repaired with adhesives, as it could lead to malfunction.

Health Warning

For your health, be sure to take a break of about 15 minutes during every hour of play. Avoid playing when tired or suffering from lack of sleep. Always play in a well-lit room, sitting as far from the screen as the cord will allow. Some people experience epileptic seizures when viewing flashing lights or patterns in our daily environment. These people may experience seizures while watching TV pictures or playing video games. Even players who have never had any seizures may nonetheless have an undetected epileptic condition. Consult your doctor before playing video games if you have an epileptic condition or immediately should you experience any of the following symptoms during play: dizziness, altered vision, muscle twitching, other involuntary movements, loss of awareness of your surroundings, mental confusion, and / or convulsions.

PIRACY

The unauthorised reproduction of all or any game part of this product and the unauthorised use of registered trademarks are likely to constitute a criminal offence. PIRACY harms Consumers as well as legitimate Developers, Publishers and Retailers. If you suspect this game product is an unauthorised copy, or have any other information about pirate product, please call your local Customer Service number given at the back of this Manual.

See back page of this manual for Customer Service Numbers.

SLES-50073

1 or 2 Player • Memory Card (8MB) (for PlayStation®2) : 35KB minimum • Analog Control Compatible: analog sticks only • Vibration Compatible

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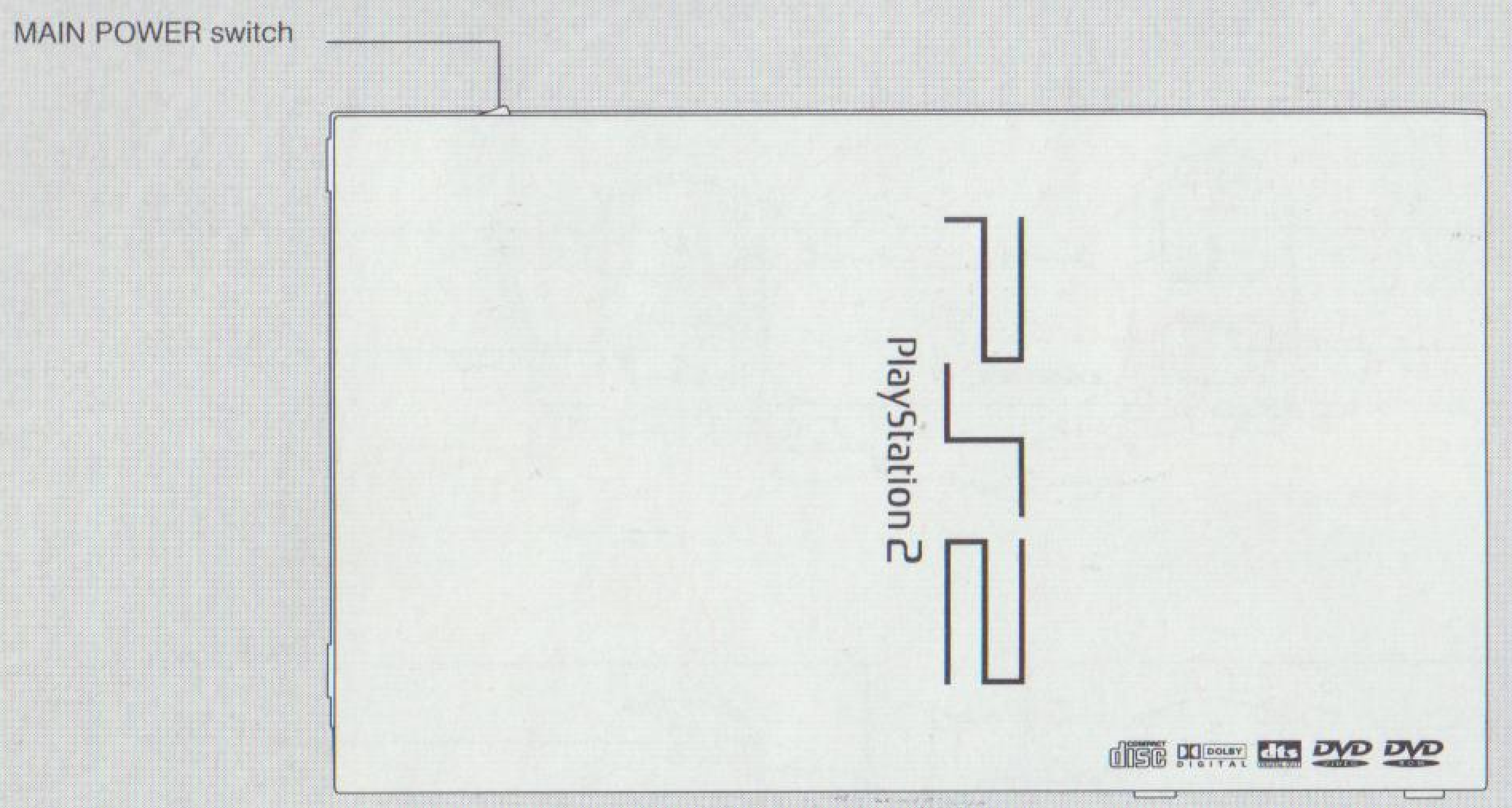
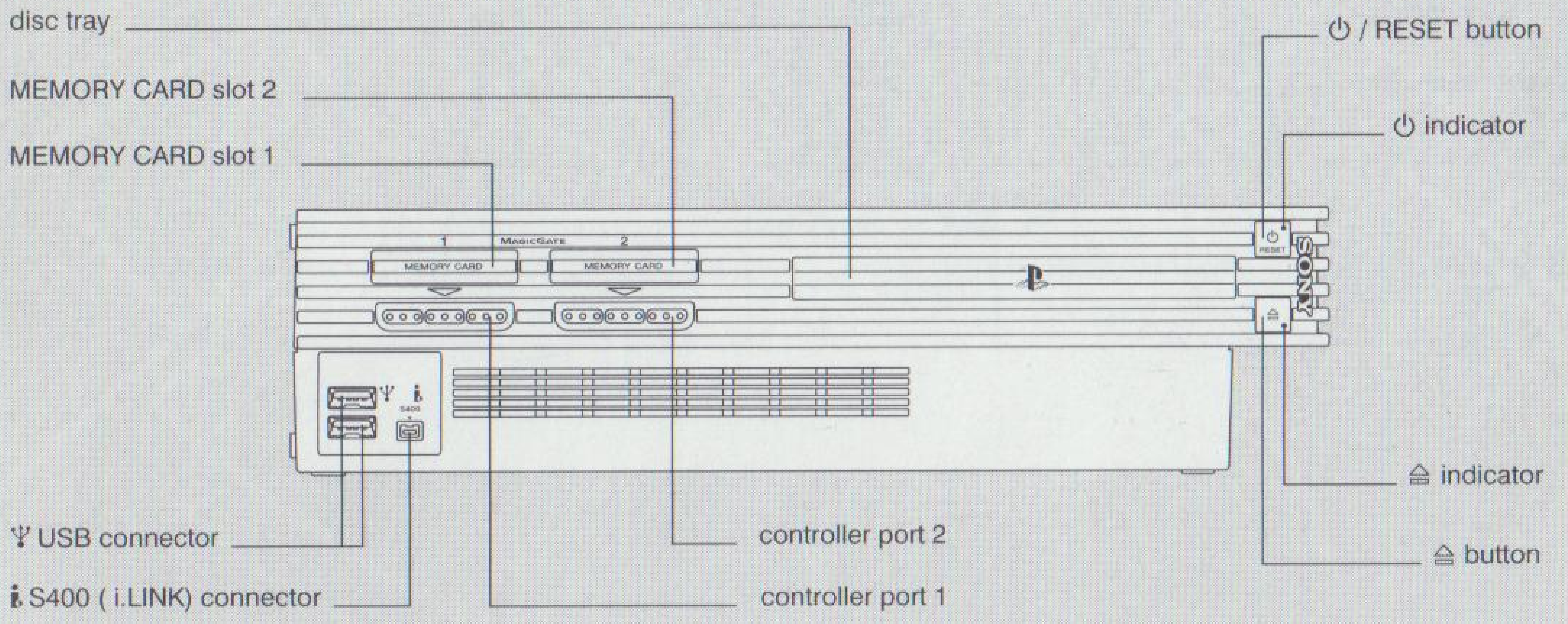
STARTING THE GAME

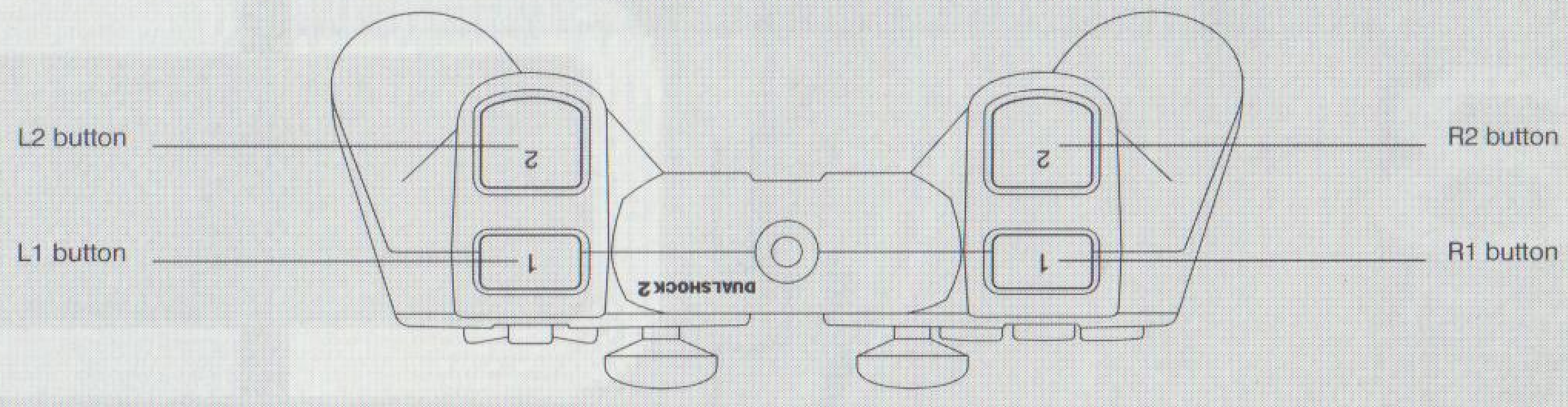

MAIN POWER switch
PlayStation 2

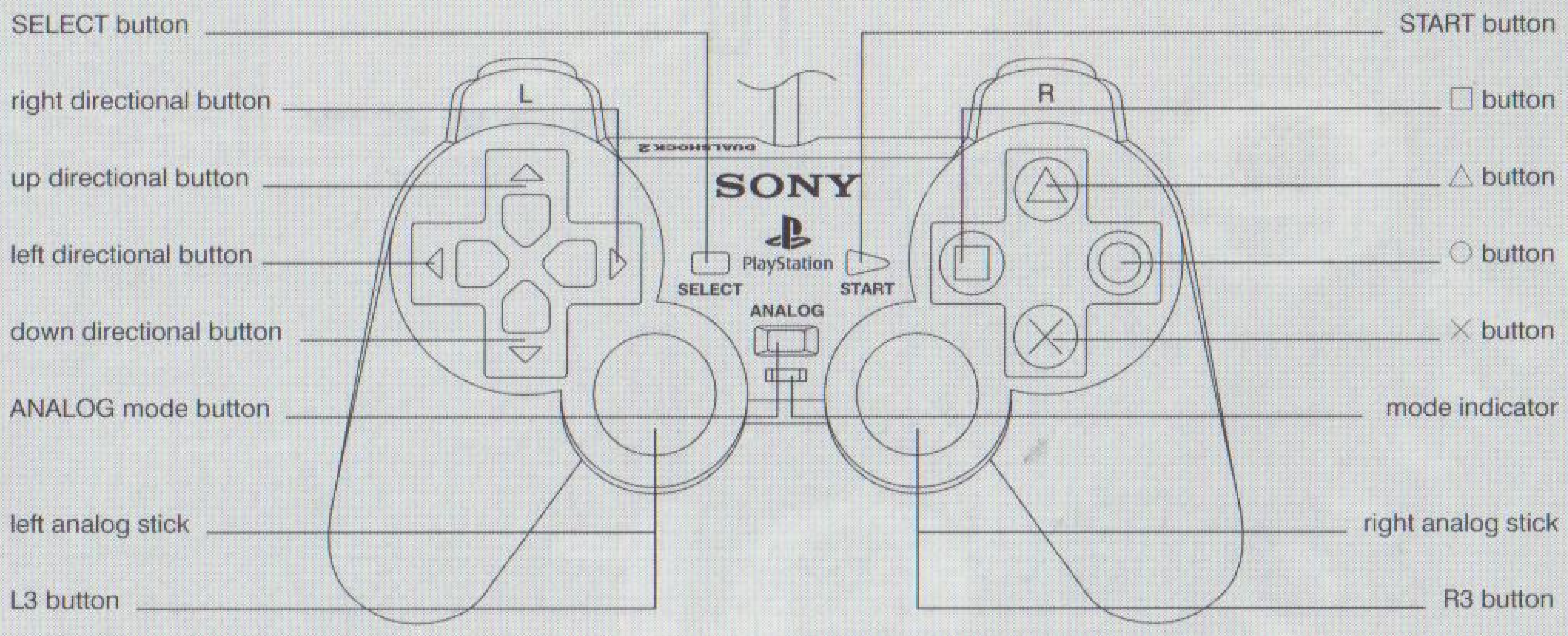

disc tray
MEMORY CARD slot 2
MEMORY CARD slot 1
⏻ / RESET button
⏻ indicator
⏏ indicator
⏏ button
USB connector
S400 (i.LINK) connector
controller port 2
controller port 1

1. Set up your PlayStation®2 computer entertainment system according to the instructions in its instruction manual. Attach game controllers and other accessories, as appropriate.
2. Make sure the MAIN POWER switch (located at the back of the console) is turned ON. Press the ⏻/RESET button. When the power indicator lights up, press the ⏏/button and the disc tray opens.
3. Place the *Driving Emotion Type-S™* disc on the disc tray with the label side facing up. Press the ⏏/button again and the disc tray closes.
4. Follow on-screen instructions and refer to this software manual for information on using the software.

It is advised that you do not insert or remove accessories or memory cards (8MB) (for PlayStation2) once the power is turned on. Make sure there is enough free memory on your memory cards (8MB) (for PlayStation2) before commencing play.

COMMAND REFERENCE


L2 button
L1 button
R2 button
R1 button
2
1
DUALSHOCK 2


SELECT button
right directional button
up directional button
left directional button
down directional button
ANALOG mode button
left analog stick
L3 button
START button
□ button
△ button
○ button
✕ button
mode indicator
right analog stick
R3 button
L
R
SONY
PlayStation
SELECT
START
ANALOG
DUALSHOCK 2

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BASIC CONTROLS

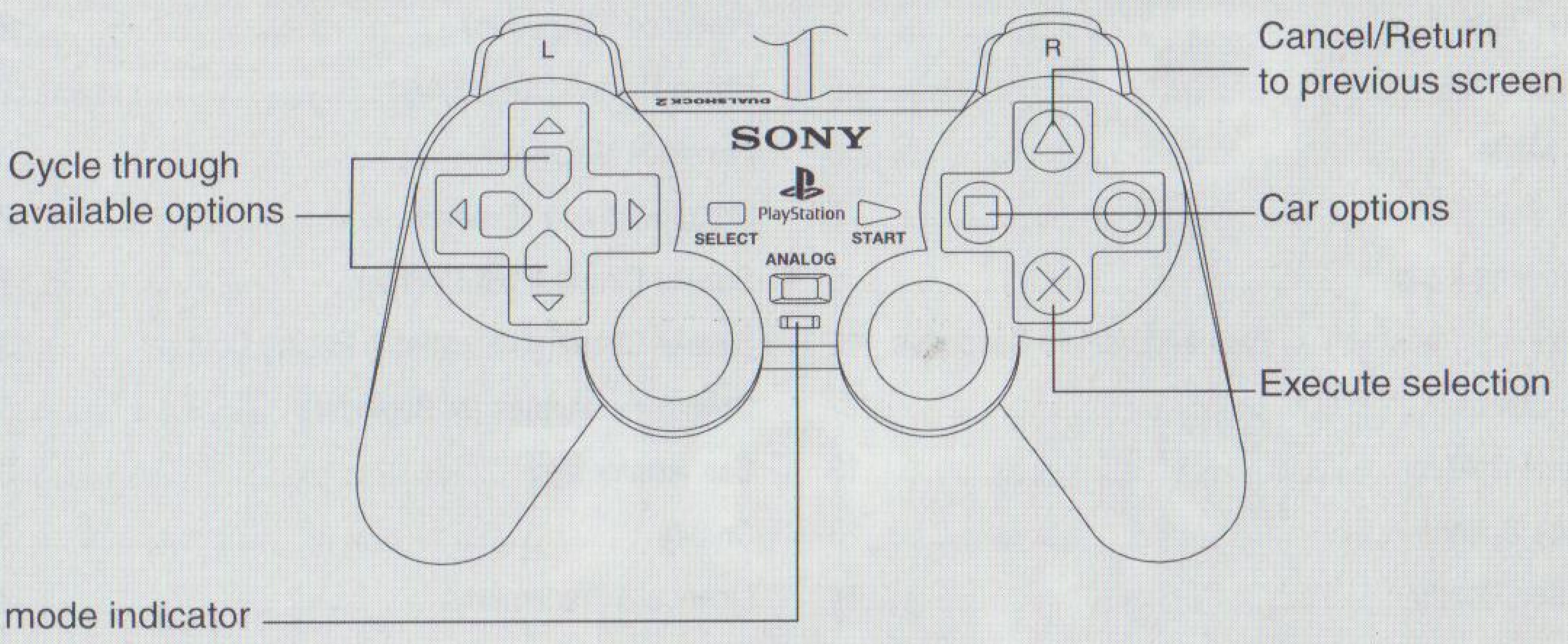
Language Selection

Before starting the game, you must select the language to be used in the game. In order to do this, select the flag that corresponds to your desired language.

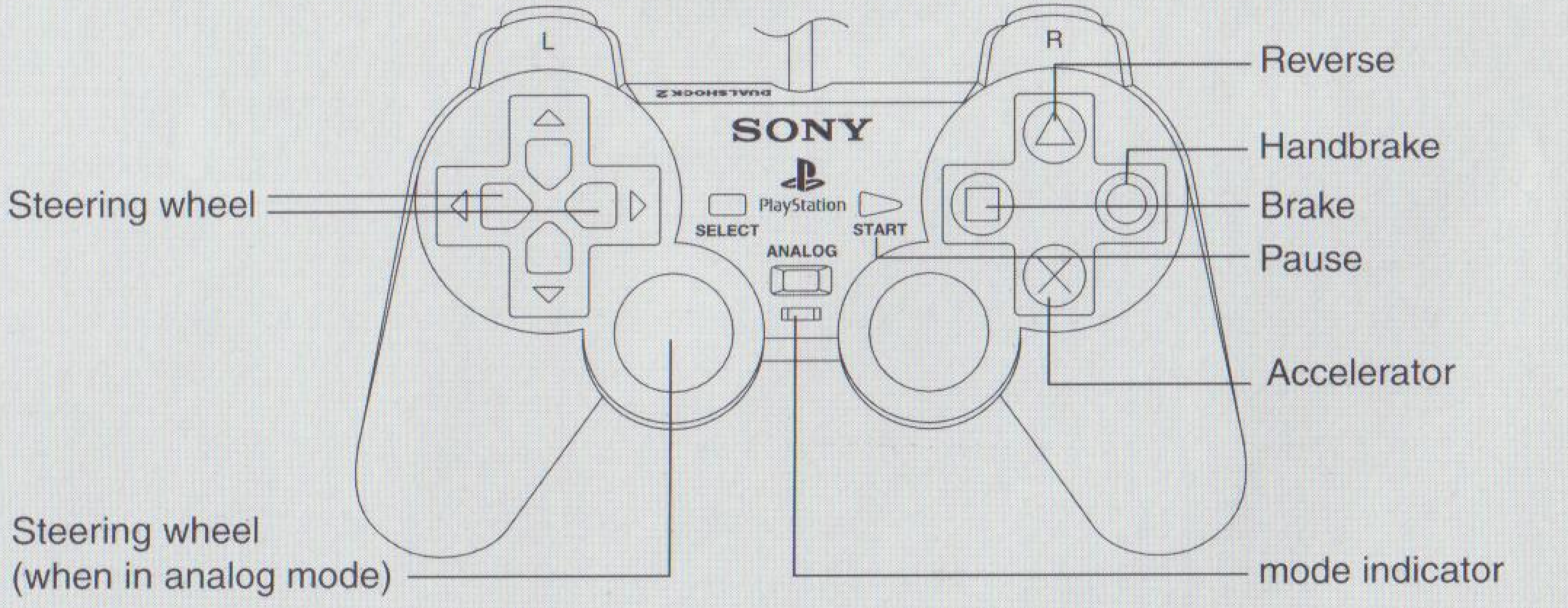
Note: The initial settings can be changed in the Options screen.

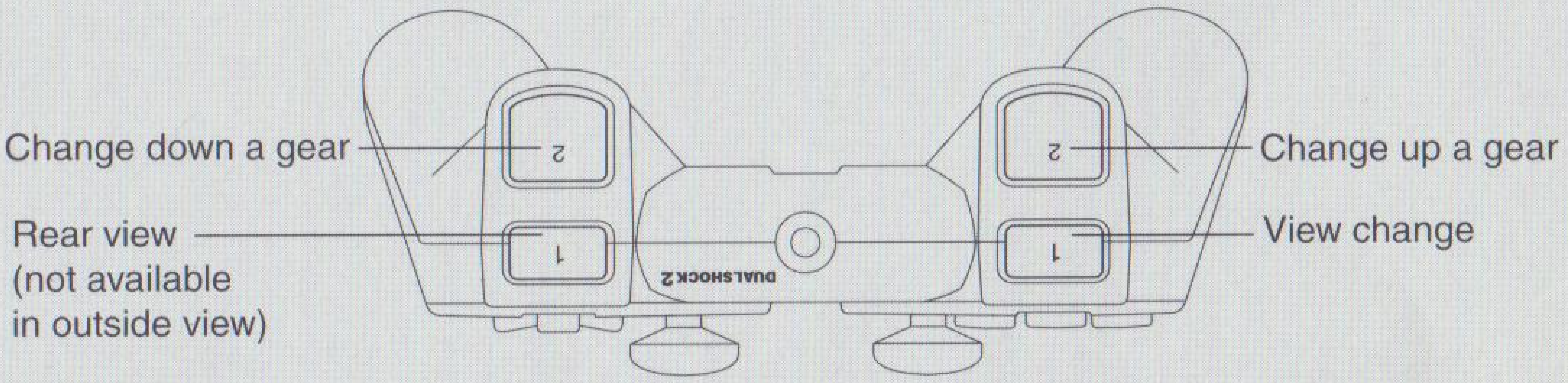
Game Controls

Menu Controls


Cancel/Return to previous screen
Cycle through available options
Car options
Execute selection
mode indicator
L
R
SONY
PlayStation
SELECT
START
ANALOG
DUALSHOCK 2

Race Controls


Reverse
Handbrake
Steering wheel
Brake
Pause
Accelerator
Steering wheel (when in analog mode)
mode indicator
L
R
SONY
PlayStation
SELECT
START
ANALOG
DUALSHOCK 2

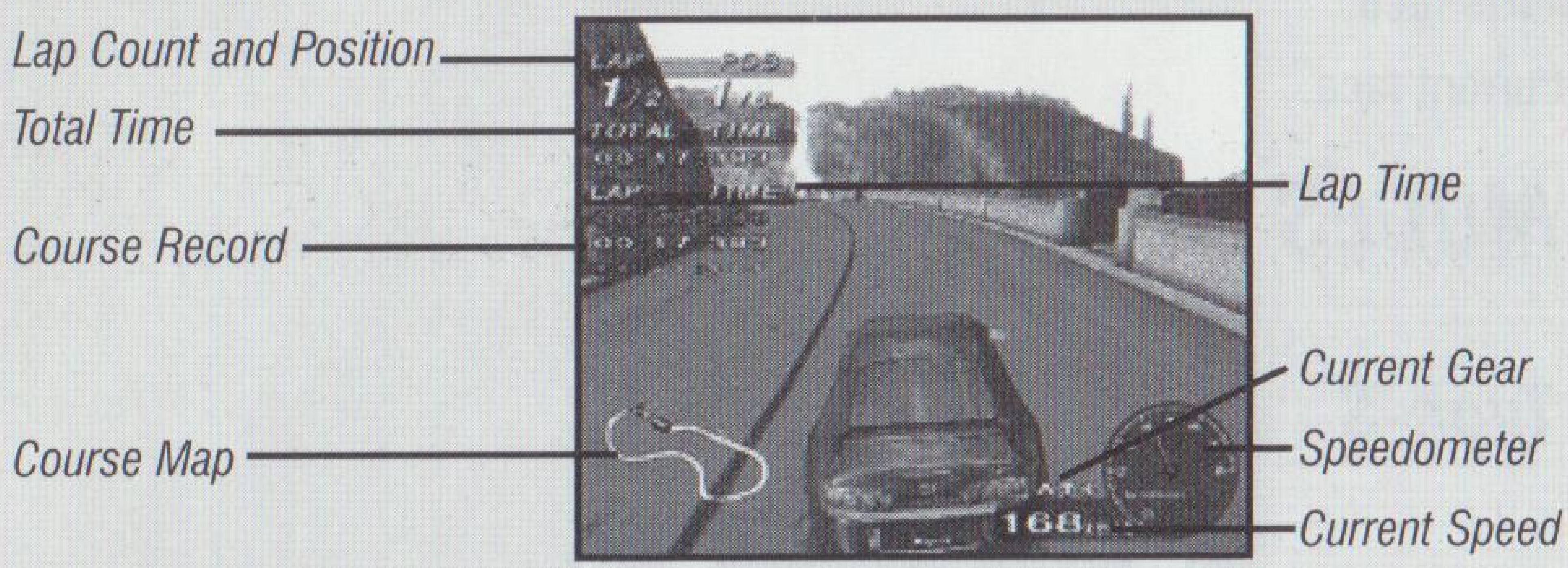

Change down a gear
Change up a gear
Rear view (not available in outside view)
View change
2
1
2
1
DUALSHOCK 2

Note: These settings can be changed in the Options screen by selecting BUTTON CONFIG, pressing the directional button **UP/DOWN** to select an action and then pressing the button you wish to use for that action.

Note: When using the analog controller (DUALSHOCK®2) in analog mode (mode indicator: Red), steering is done using the left analog stick.

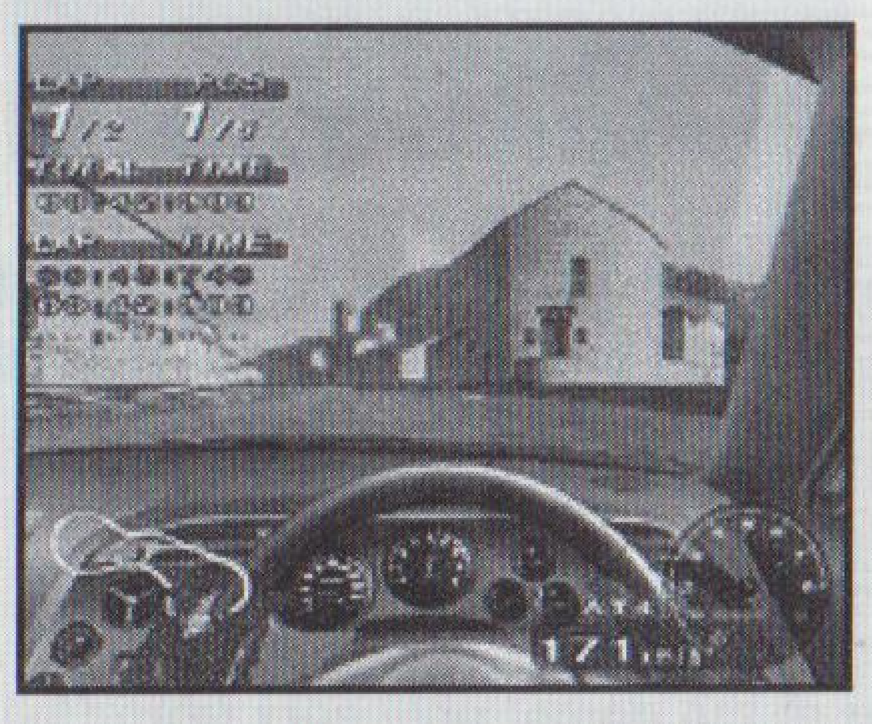
Note: The vibration function must be set to **ON** (the default is ON) in the Race Options menu if you wish to use the vibration function of the Analog Controller (DUALSHOCK®) or analog controller (DUALSHOCK®2) in analog Mode (mode indicator: Red).

SCREEN DISPLAY

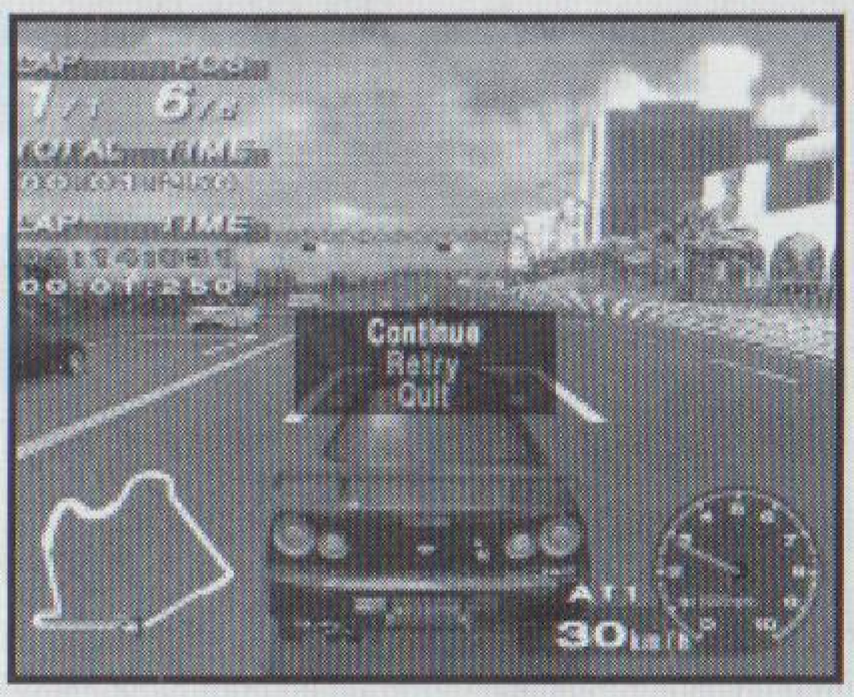

Lap Count and Position
Total Time
Course Record
Course Map
Lap Time
Current Gear
Speedometer
Current Speed

Note: This layout can be changed by selecting DISPLAY in the Options menu and using the directional button **LEFT/RIGHT** to cycle through the different choices.

Driver's View



Pause Menu


LAP
POS
TOTAL TIME
LAP TIME
00:01:250
Continue
Retry
Quit
AT1
30

When the **START** button is pressed in any racing mode, the following menu appears. Directional button **UP/DOWN** to cycle through the choices and press the ✖ button to select.

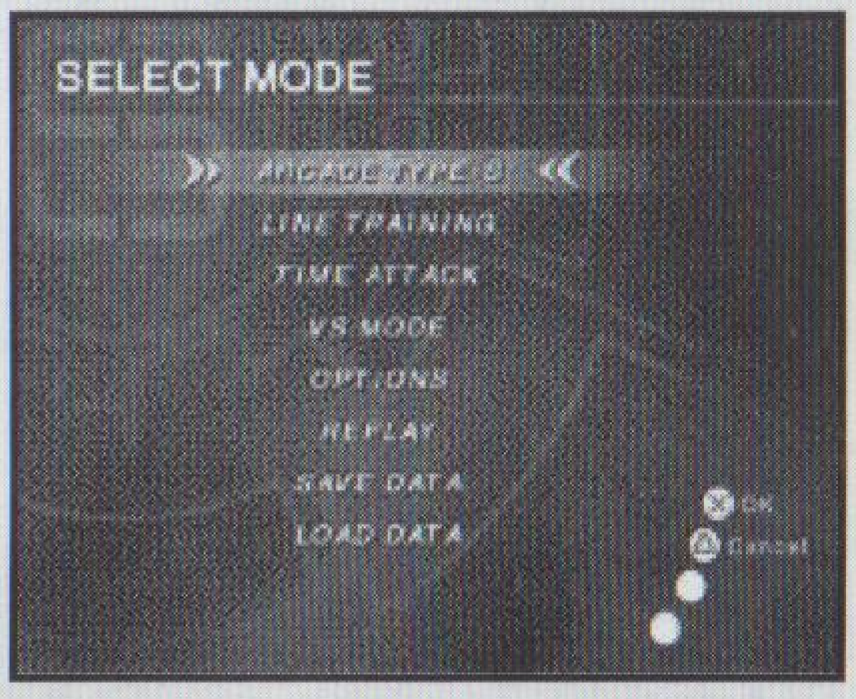
CONTINUE: Cancels Pause.

RETRY: Restarts race.

QUIT: Exits current race.

GAME MODES

Arcade Type-S


SELECT MODE
ARCADE TYPE-S
LINE TRAINING
TIME ATTACK
VS MODE
OPTIONS
REPLAY
SAVE DATA
LOAD DATA
OK
Cancel

This mode allows you to immediately join a race. The object is to beat the opposition. You should aim to clear all classes and all courses in this mode.

To race in Arcade Type-S mode:

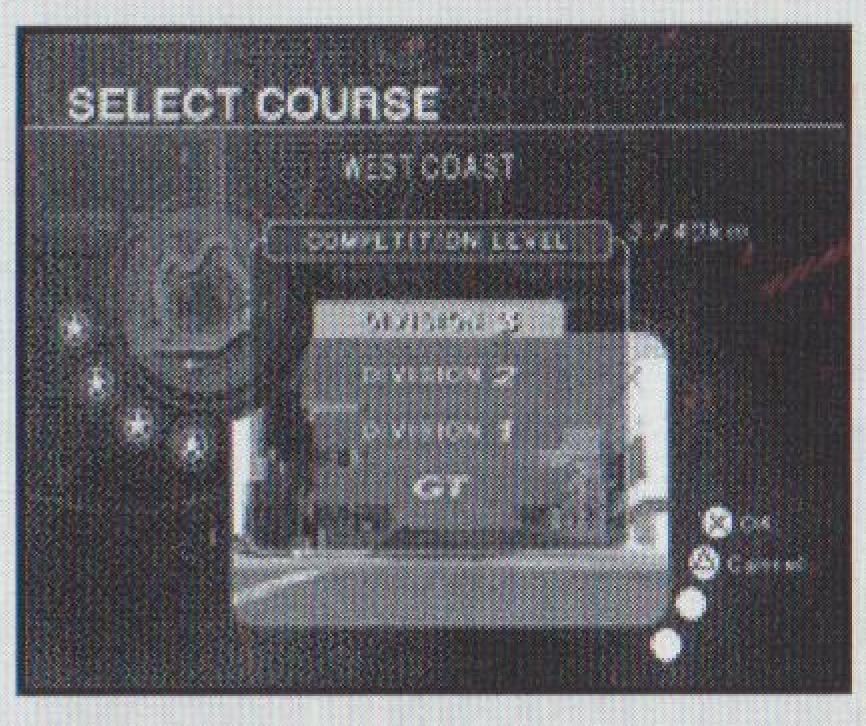
1. Select a car (see *Car Selection* on p. 9).

   Note: At the beginning of the game, only cars from Division 3 may be selected. As the game progresses, the number of vehicles that can be used increases.

2. Select Transmission Type and Vehicle Response (see *Selecting Transmission Type and Vehicle Response* on p. 11).
3. Directional button **LEFT/RIGHT** to select a course.
4. Select the Division of competition (see *Divisions* on p. 7).

Note: When a course has been cleared, the star icon will flash. Aim to clear all classes and all courses.

Divisions


SELECT COURSE
WEST COAST
COMPLETITION LEVEL
DIVISION 2
DIVISION 1
GT
OK
Cancel

Within the Arcade Type-S mode, cars are classified according to maximum horsepower. These classes are called divisions. Here are some examples of the types of car in each division:

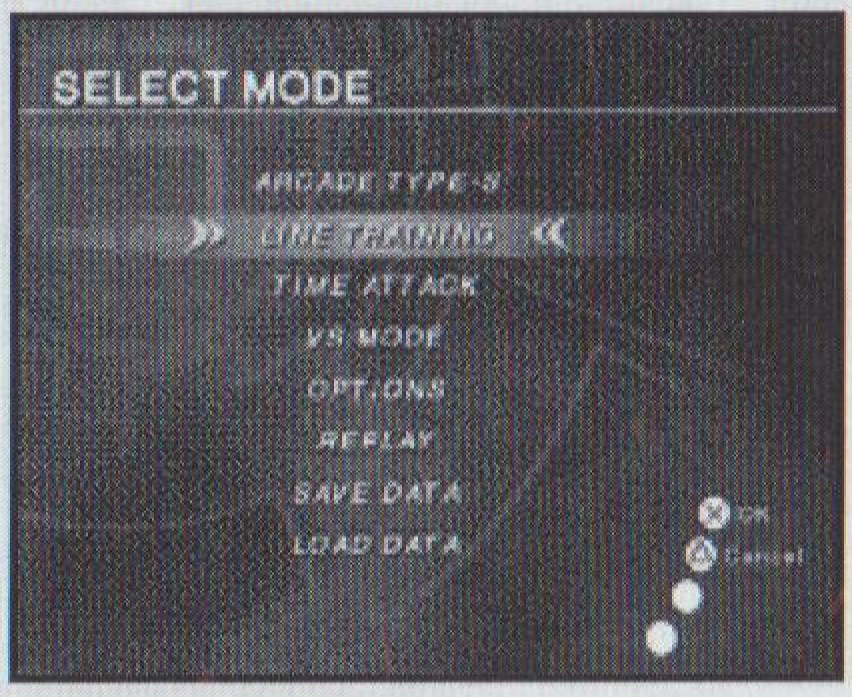
DIVISION 3: BMW 328ci, Mazda MX-5, Nissan Primera.

DIVISION 2: Porsche® Boxster S, Alfa GTV, Honda S2000.

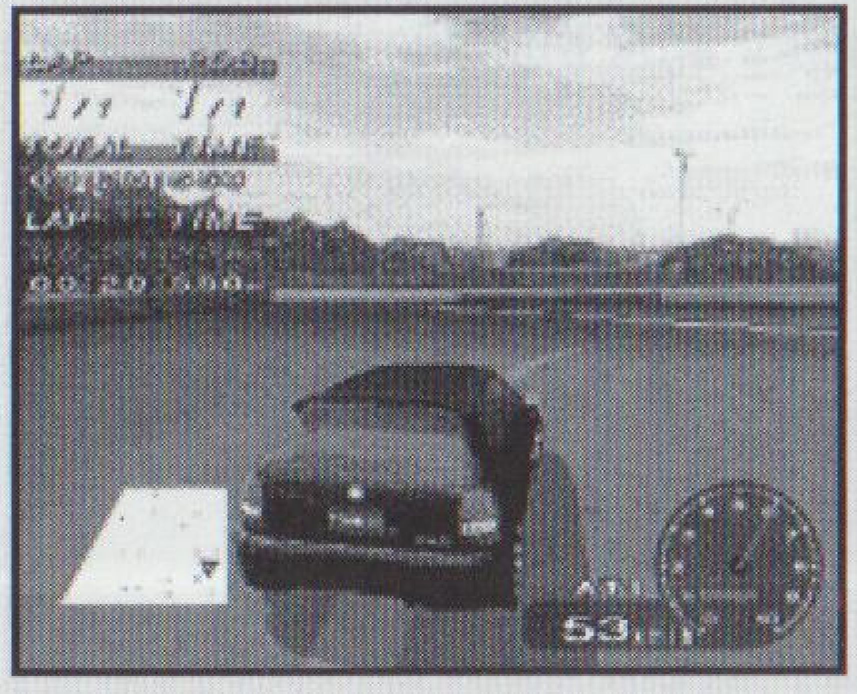
DIVISION 1: Ferrari 360 Modena, Porsche 911 GT3, TVR Griffith.

GT: Cars modified for racing.

Line Training

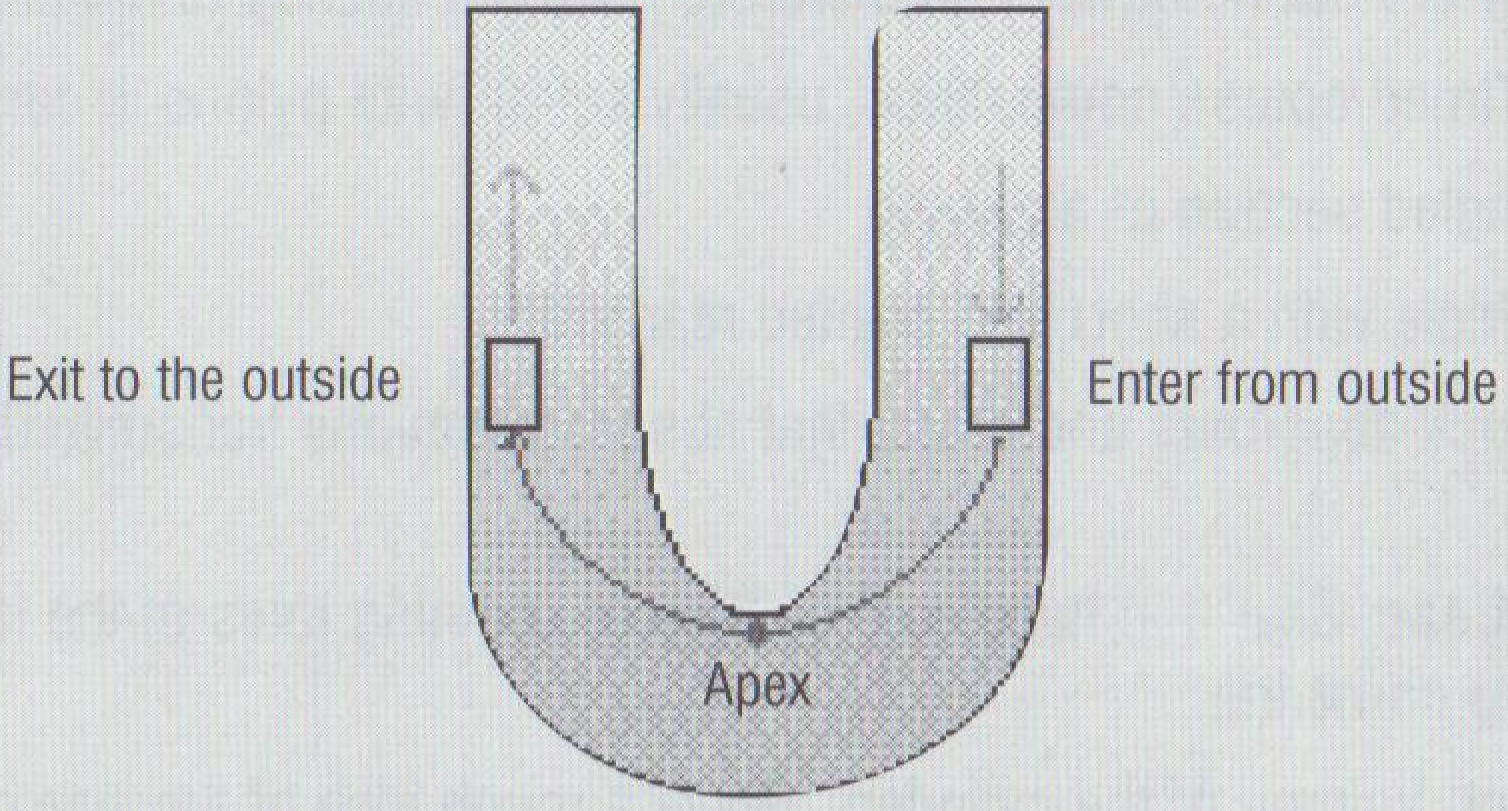

SELECT MODE
ARCADE TYPE-S
LINE TRAINING
TIME ATTACK
VS MODE
OPTIONS
REPLAY
SAVE DATA
LOAD DATA
OK
Cancel

Line Training mode can be used to fine-tune your racing technique without the added distraction of other racers. Courses in this mode feature their ideal racing line (indicated by a thick red line) and suggested braking points (indicated by jagged sections of the line). You must complete the course using the line as a guide.



Out-In-Out

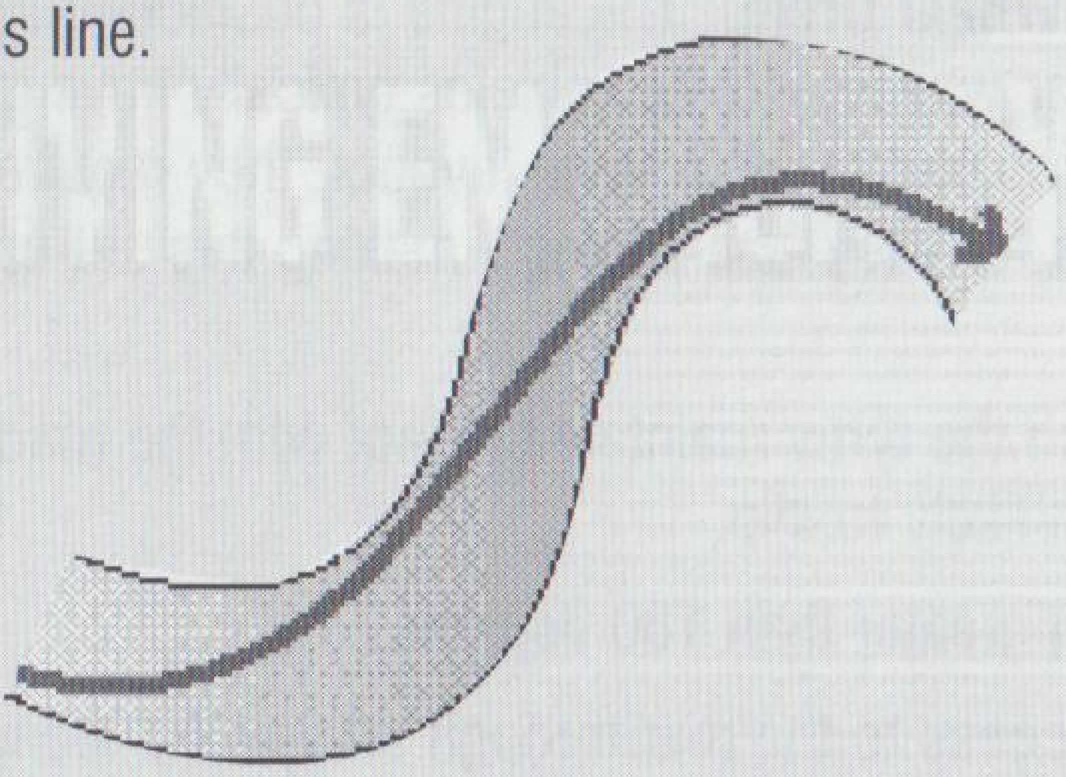
This theory involves entering the corner from the outside, passing through the apex, then proceeding to exit the corner on the outside again. By making a broad shallow turn you do not have to turn the steering wheel as much. Less turning means a smaller reduction in speed, resulting in faster times.



Note: The "apex" is the point within a turn where you should be the closest to the inside of the corner.

Taking a Line

Racing circuits contain many corners, so finding the best line to take is key to avoiding wasted driving effort. As the example shows, ideally you want to take the path that follows a straight line as close as possible. Line Training mode will allow you to practise following this line.

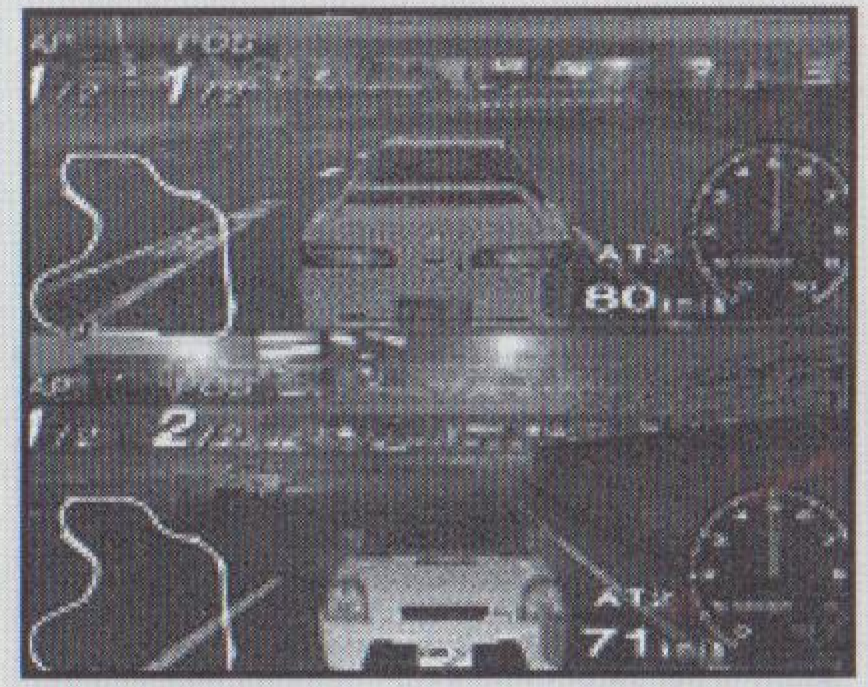


Countersteering

Countersteering involves maintaining control of the car in corners by turning the wheel in the opposite direction to which the car is sliding. This technique is useful for drifting and helps to keep the car from spinning. When cornering, if the car starts sliding off in an undesirable direction, turn the steering wheel in that direction to restore grip to the tyres and stabilise the car.

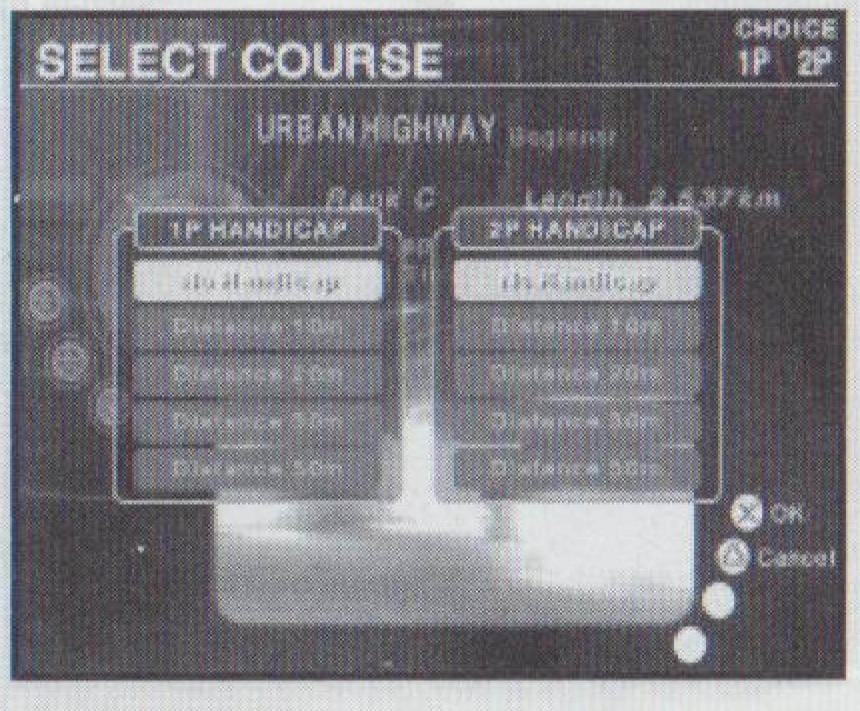
At the moment you sense the car depart from the line, immediately countersteer (waiting will make it considerably harder to recover stability). Of course, if you continue to countersteer once the car has recovered, it will slide in that direction. Therefore it is important to realise when to countersteer and when to cease the manoeuvre.

Vs Mode



This is a 2-player competition mode that splits the screen into upper and lower halves. It is possible to add handicaps before the race in order to take into account differences in ability between players.

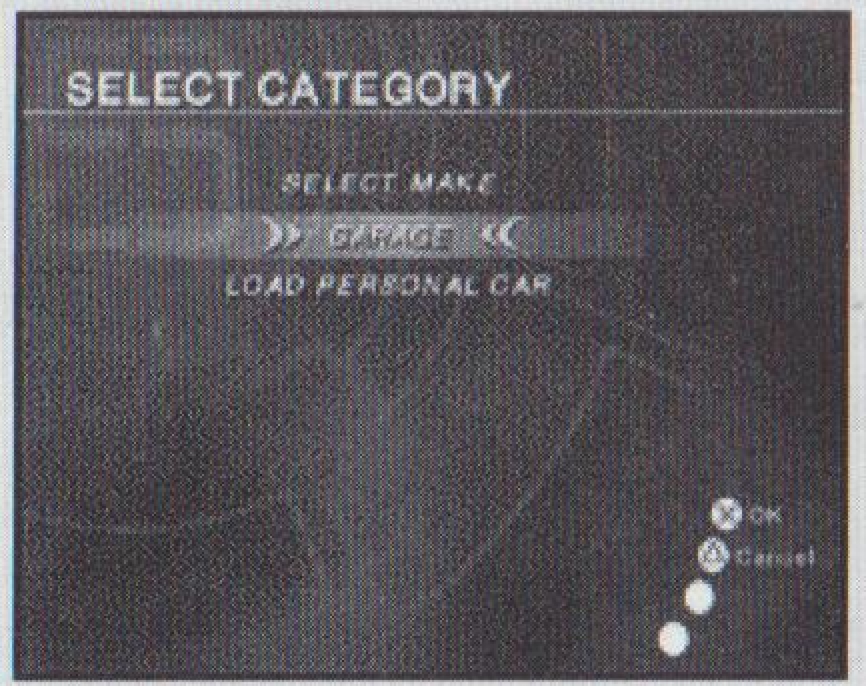
- To race in Vs Mode, both players, in order, must follow steps **1** to **3** listed under Arcade Type-S mode. They must then directional button **UP/DOWN** to select their handicap.


SELECT COURSE
CHOICE
1P 2P
URBAN HIGHWAY
1P HANDICAP
2P HANDICAP
OK
Cancel

- Select NO HANDICAP if both cars are to start on an equal footing or select the distance (between 10 meters and 50 meters) that one is to start behind the other.

CAR SELECTION

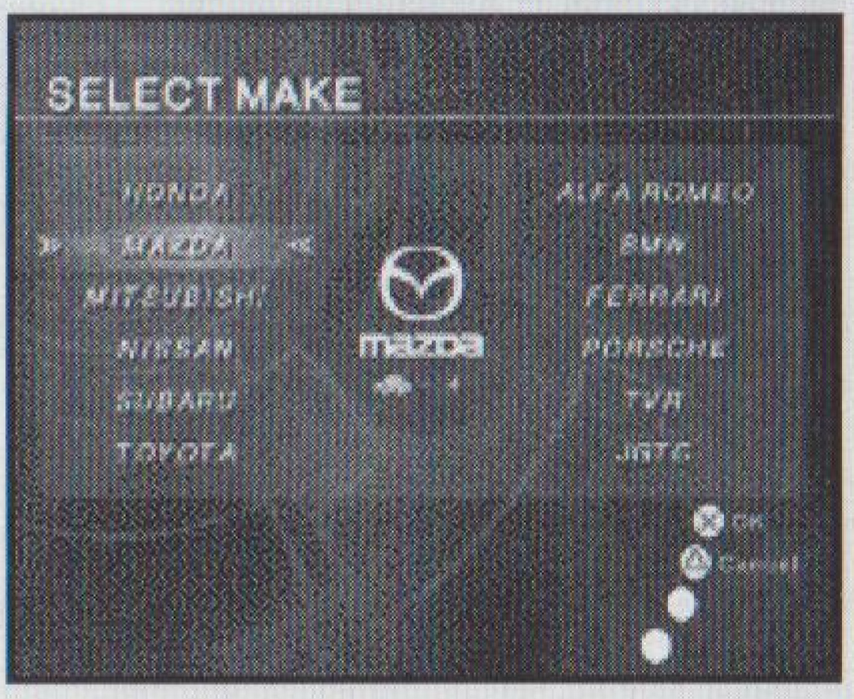
Selecting a Car


SELECT CATEGORY
SELECT MAKE
GARAGE
LOAD PERSONAL CAR
OK
Cancel

There are two ways to select cars: by manufacturer or by specifications. It is also possible to load a car from the memory card (8MB) (for PlayStation®2) that has been set to your preferences.

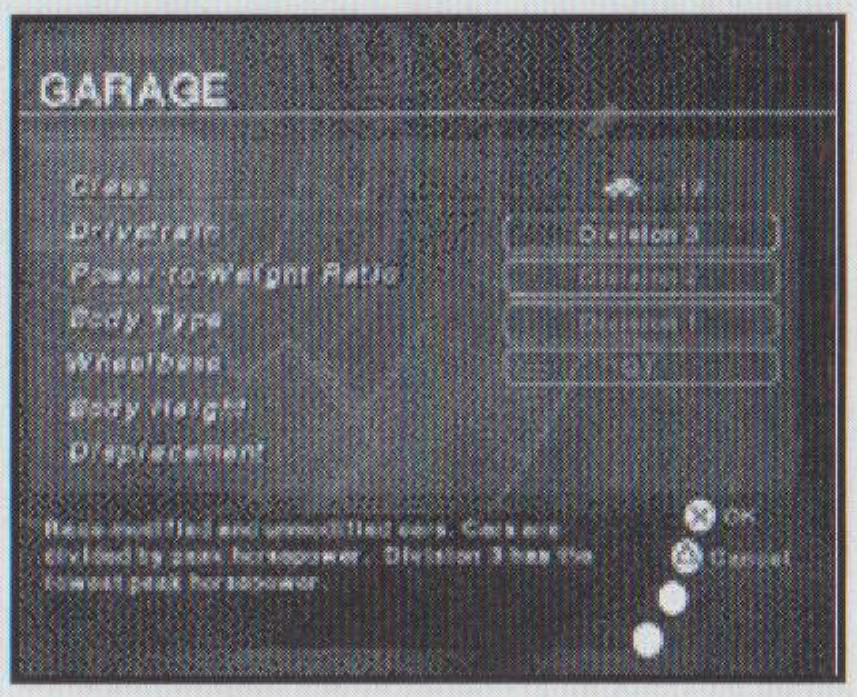
Note: Some modes do not allow loading from the memory card (8MB) (for PlayStation®2)

Select Make


SELECT MAKE
HONDA
MAZDA
MITSUBISHI
NISSAN
SUBARU
TOYOTA
mazda
ALFA ROMEO
BMW
FERRARI
PORSCHE
TVR
JGTC
OK
Cancel

In order to select a car by manufacturer, you must choose SELECT MAKE in the Select Category menu. Use the directional buttons to select a car.

Garage


GARAGE
Class
Drivetrain
Power-to-Weight Ratio
Body Type
Wheelbase
Body Height
Displacement
Division 3
Division 2
Division 1
GT
OK
Cancel

Race modified and unmodified cars. Cars are divided by peak horsepower. Division 3 has the lowest peak horsepower.

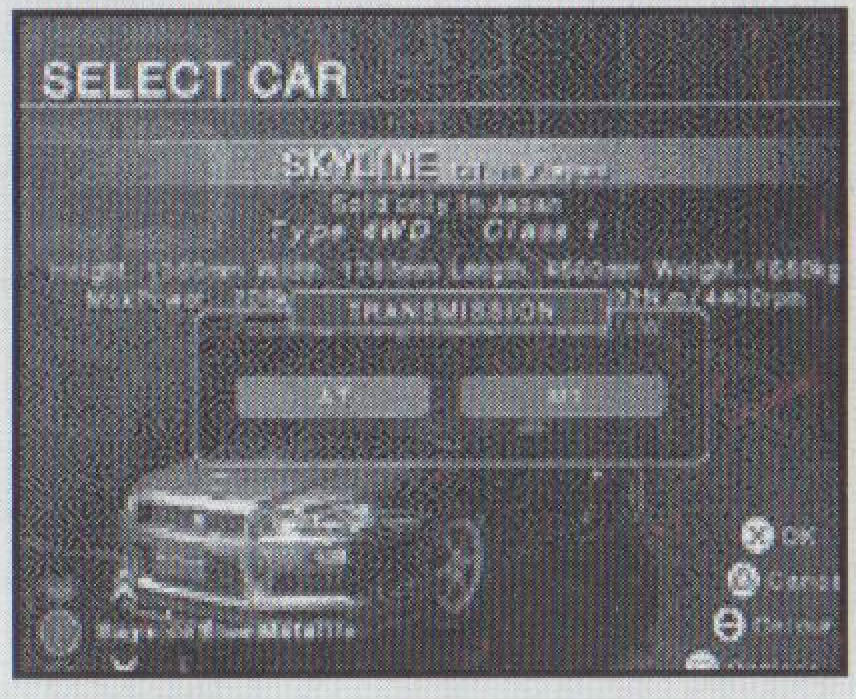
In the Garage menu you can choose a car based on performance specifications such as CLASS, POWER-TO-WEIGHT RATIO and WHEELBASE.

After choosing GARAGE in the Select Category menu, directional button **UP/DOWN** to highlight which specifications you wish to base your choice on and then press the ✖ button. This selection opens a sub-menu that groups cars into categories of performance within the specification chosen. Directional button **UP/DOWN** to highlight a category and then press the ✖ button. Then directional button **LEFT/RIGHT** to choose a car within that category.

Load Personal Car

Load saved car settings from the memory card (8MB) (for PlayStation®2). For details, please refer to *Car Options* on p. 11.

Selecting Transmission Type and Vehicle Response


SELECT CAR
SKYLINE
Type 4WD Class 1
TRANSMISSION
AT
MT
OK

Once you have selected your car, you must directional button **LEFT/RIGHT** to select the transmission type. The choices are as follows:

AT: Automatic Transmission

MT: Manual Transmission

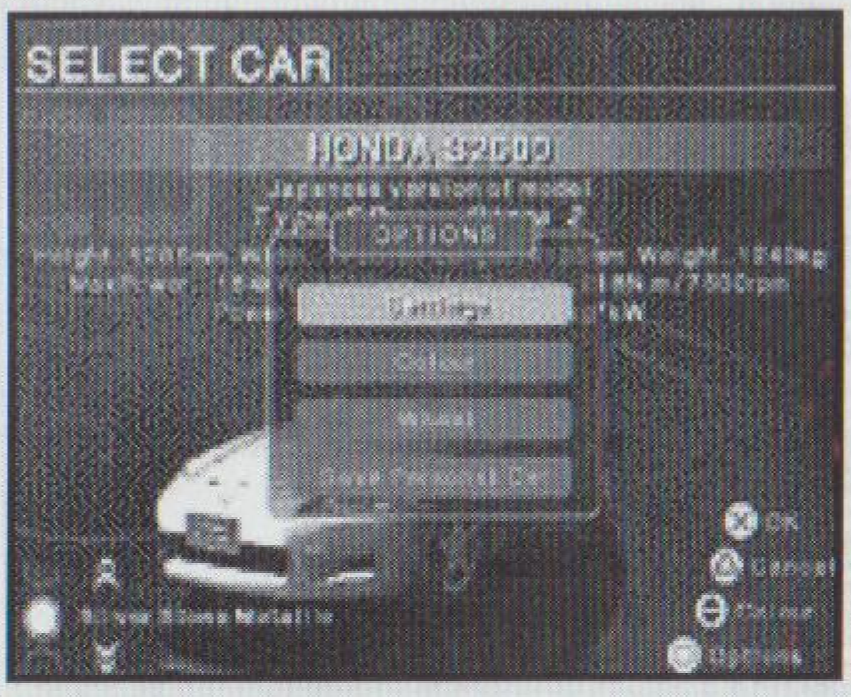
- Selecting **MT** means that you have to manually change gears in the race. This is done automatically if you choose **AT**.

After Transmission Type has been selected, directional button **LEFT/RIGHT** to choose the Vehicle Response. The choices are explained below:

SIMULATOR: The behaviour of the vehicle is very close to the real thing.

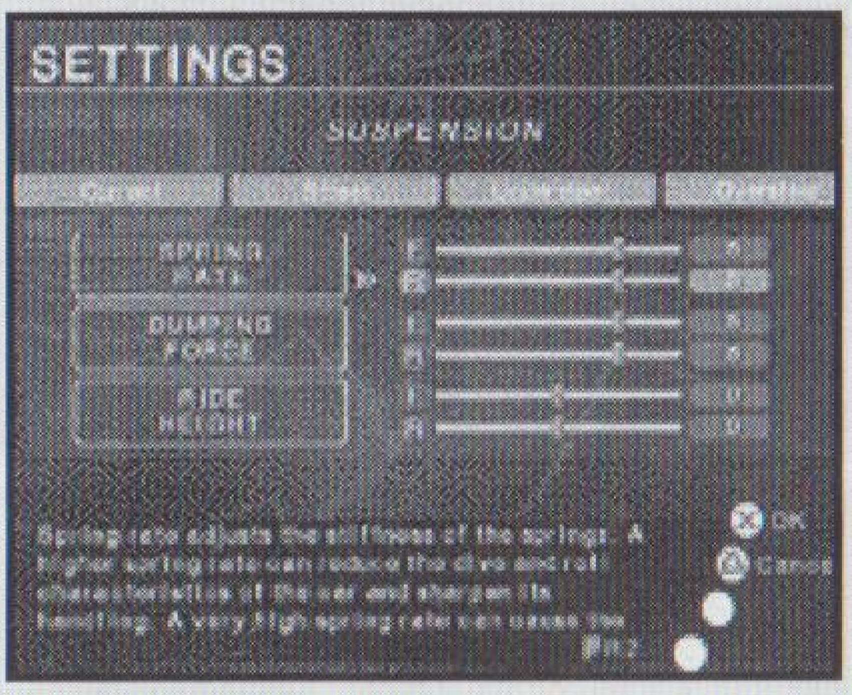
NORMAL: The behaviour of the vehicle changes to focus on gameplay.

Car Options


SELECT CAR
HONDA S2000
OPTIONS
Settings
OK
Cancel

It is possible to make adjustments to the car selected in the Select Car screen by pressing the ■ button. This brings up the Settings menu.

Settings


SETTINGS
SUSPENSION
SPRING RATE
DUMPING FORCE
RIDE HEIGHT
OK
Cancel

In the Settings menu you can make minor adjustments to the car's Suspension, Gearing, Brakes and Stabilisers. Directional button **LEFT/RIGHT** to highlight one of these settings and then press the ✖ button. After selecting a setting heading, it is possible to make your choice from preset buttons. You can then adjust sliders for further fine-tuning. In order to save these changes, Select YES when asked if you wish to apply the changes. Select NO and press the ▲ button twice to revert back to default settings.

> **Note**: When setting from the Current state, make adjustments after the CURRENT button has been selected.

Colour

With the exception of some models, it is possible to change the body colour of the cars. Body colours have the following three attributes:

AMBIENCE: The base colour that acts on environmental light.

DIFFUSION: Colour that acts on the light source of sunlight and streetlights.

SPECULARITY: Highlight colour based on a light source.

In addition to this, by adjusting the three primary colours, R (red), G (green) and B (blue) within the car colour, an infinite number of colours can be created.

Colours are set in the following order:

Main Body Colour (ambience)

Main Body Colour (diffusion)

Main Body Colour (specularity)

Sub-body Colour A (ambience)

Sub-body Colour A (diffusion)

Sub-body Colour A (specularity)

Sub-body Colour B (ambience)

Sub-body Colour B (diffusion)

Sub-body Colour B (specularity)

- Directional button **UP/DOWN** to select these headings and directional button **LEFT/RIGHT** to adjust the three colours within each. Press the ✖ button to confirm.

> **Note**: Only cars with Sub-body Colours A and B as two-tone colours and cars with multiple colour options may be selected.

Wheel

The style of the wheel can be changed in the Wheel Change menu, which can be accessed by selecting WHEEL in the Car Options menu. Directional button **UP/DOWN** to choose a style and press the ✖ button to make a selection.

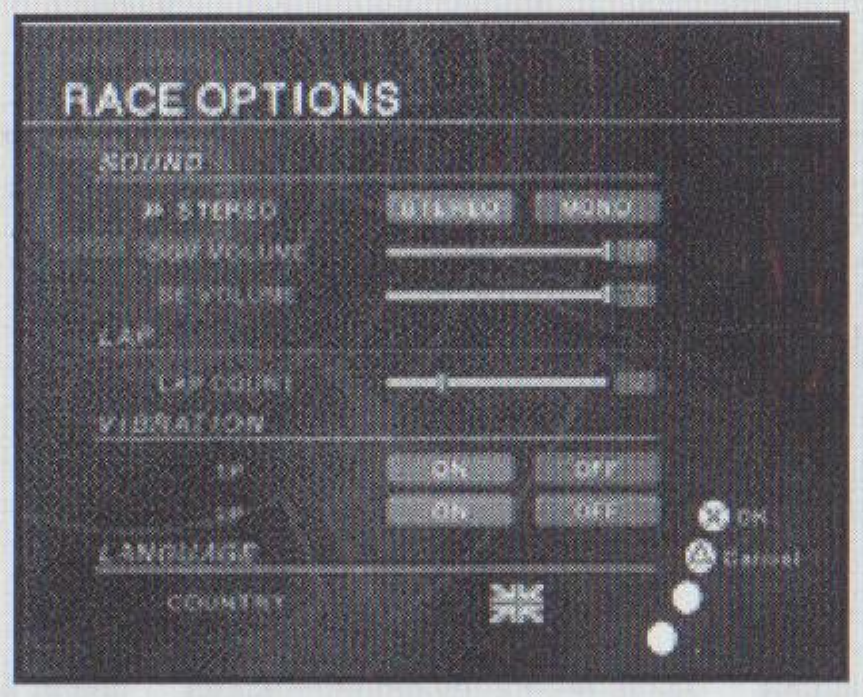
Save Personal Car

It is possible to save adjusted car options to a memory card (8MB) (for PlayStation®2) by selecting SAVE PERSONAL CAR in the Car Options menu.

Note: This function allows you to create various versions of the same car.

GAME OPTIONS

Race Options



The following race settings can be configured to your preferences:

Sound

STEREO/MONO: Either STEREO or MONO sound output may be selected. STEREO is the default.

BGM VOLUME: The background music volume during the race can be adjusted between 1 and 10.

SE VOLUME: Adjust the volume of sound effects during the race (between 1 and 10).

Lap

LAP COUNT: Here, it is possible to change the number of laps for Time Attack and Vs Mode. You can choose any number between 1 and 5. The default is 2.

> **Note**: Increasing the number of laps may prevent saving replays and ghost data.

Vibration

The vibration function of the Analog Controller (DUALSHOCK®) or analog controller (DUALSHOCK®2) can be set to ON or OFF for Player 1 (1P) and Player 2 (2P).

Language

COUNTRY: In this option you can select the language you would like to use. Directional button **LEFT/RIGHT** to choose the flag that corresponds to your desired language.

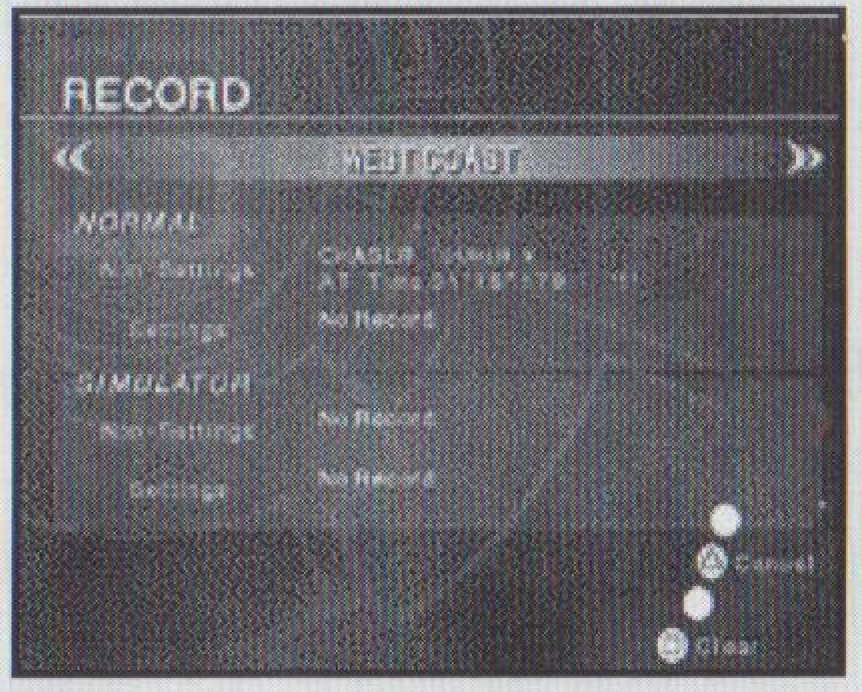
Button Config

Here, it is possible to assign new controller buttons to functions. Directional button **UP/DOWN** to cycle through the functions and press the button you wish to use for a function when you have reached it in the list. If that button is being used for another function, it is swapped with the button you are replacing. By selecting SETTINGS, it is possible to adjust analog settings. For details, please refer to the on-screen instructions. The setting for headings, which are bracketed by "< >"'s, can be changed by pressing the directional button **LEFT/RIGHT**.

Display

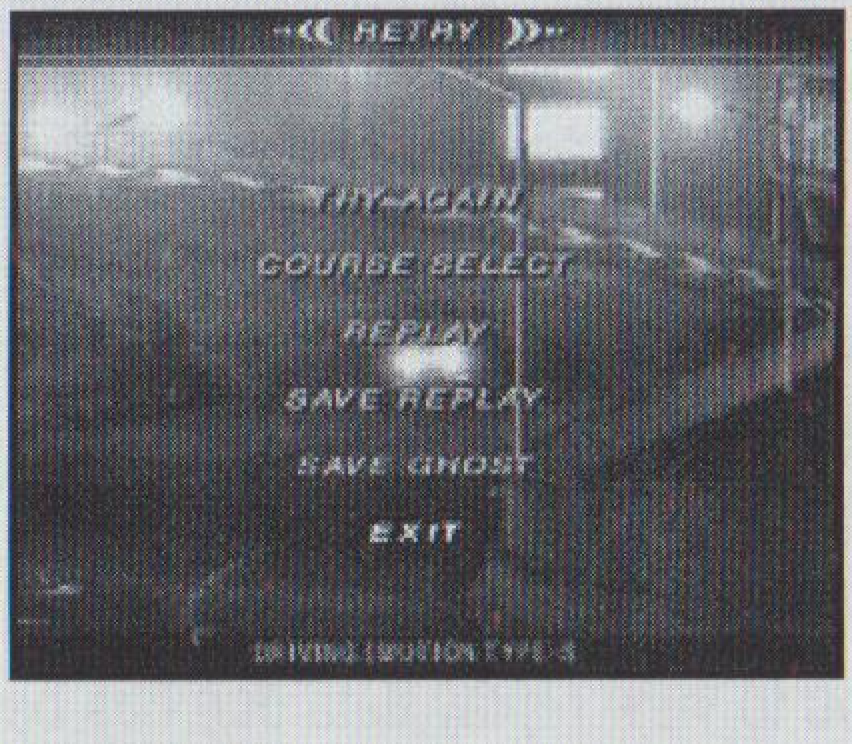
In the Display menu, you can adjust the layout of the driving screen. Information such as lap number, time, course map and the layout of the speedometer can be changed or the whole display can be removed. Directional button **LEFT/RIGHT** to highlight your preference and press the ✖ button to select it.

Record



This menu displays the best time for each course. The record times are displayed separately, depending on whether Normal or Simulator settings have been used or if the car settings were default or not. The name, transmission type and time are displayed. To clear a record, press the ■ button.

RACE COMPLETION



When a race is completed, the replay is shown. After the replay, if you have set a lap or course record, the Name Entry screen appears, giving you the opportunity to enter your name. Upon entering this information, the Retry menu appears. The content of this menu differs according to the different modes.

- You can skip the replay at any time by pressing the **START** button.

  Note: Replay data is lost if the race runs for more than 14 minutes.

  Note: Ghost data is lost if the race runs for more than 4 minutes. This prevents ghost data being saved.

Options in the Retry menu include the following:

TRY AGAIN: Start the race again from the beginning.

COURSE SELECT: Return to the Course Selection screen.

REPLAY: Watch a replay of the last race.

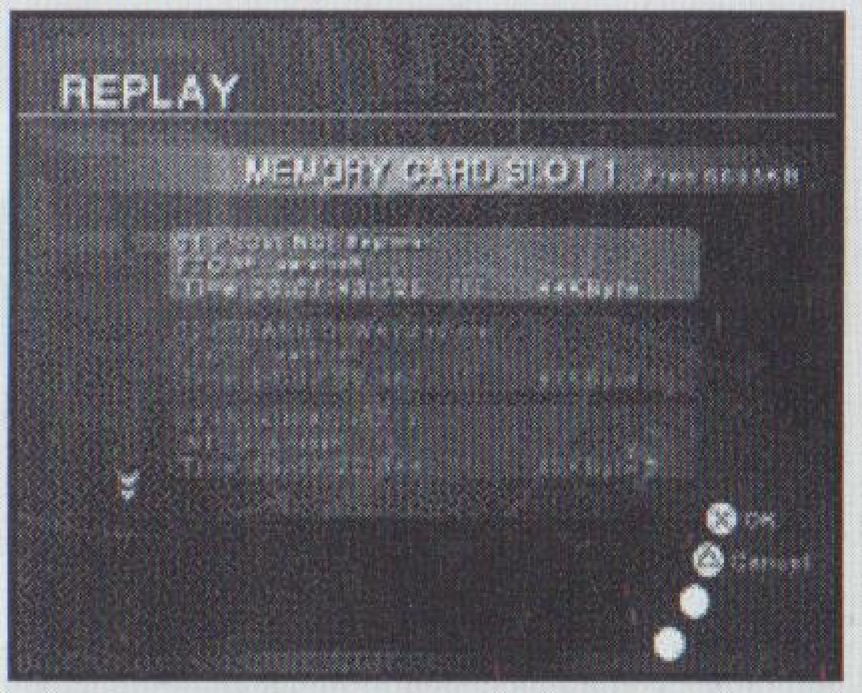
SAVE REPLAY: Save the replay of the last race.

SAVE GHOST: Save ghost data (in Time Attack mode only).

EXIT: Return to the Select Mode menu.

> **Note**: A player is retired automatically if he drives in reverse for more than 30 seconds, flips the car on its side, becomes stuck off the course or drives at over 400 km per hour.

REPLAY MENU



The Replay menu allows you to view replay data that has been saved on to a memory card (8MB) (for PlayStation®2). Directional button **LEFT/RIGHT** to select which MEMORY CARD slot you wish to load the replay data from. At any time during the replay, press the **START** button to return to the Replay menu.

SAVING AND LOADING DATA

Save Data

In the Save Data screen, it is possible to save current game information. Information saved at this point includes data on cleared courses, time records for each course and current options.

> **Note**: Car settings, replays and Time Attack ghost data must be saved in each individual mode. They are not saved in the Save Data screen.

Load Data

Course clear data, time records for each course and the status of options can be loaded in this menu.

> **Note**: Car settings are loaded in the Select Car menu while Ghost Car data can be loaded in the Time Attack menu.

COURSES

Course Selection

Courses are selected after car selection in all modes of racing. Directional button **LEFT/RIGHT** to select a course and press the ✖ button to confirm.

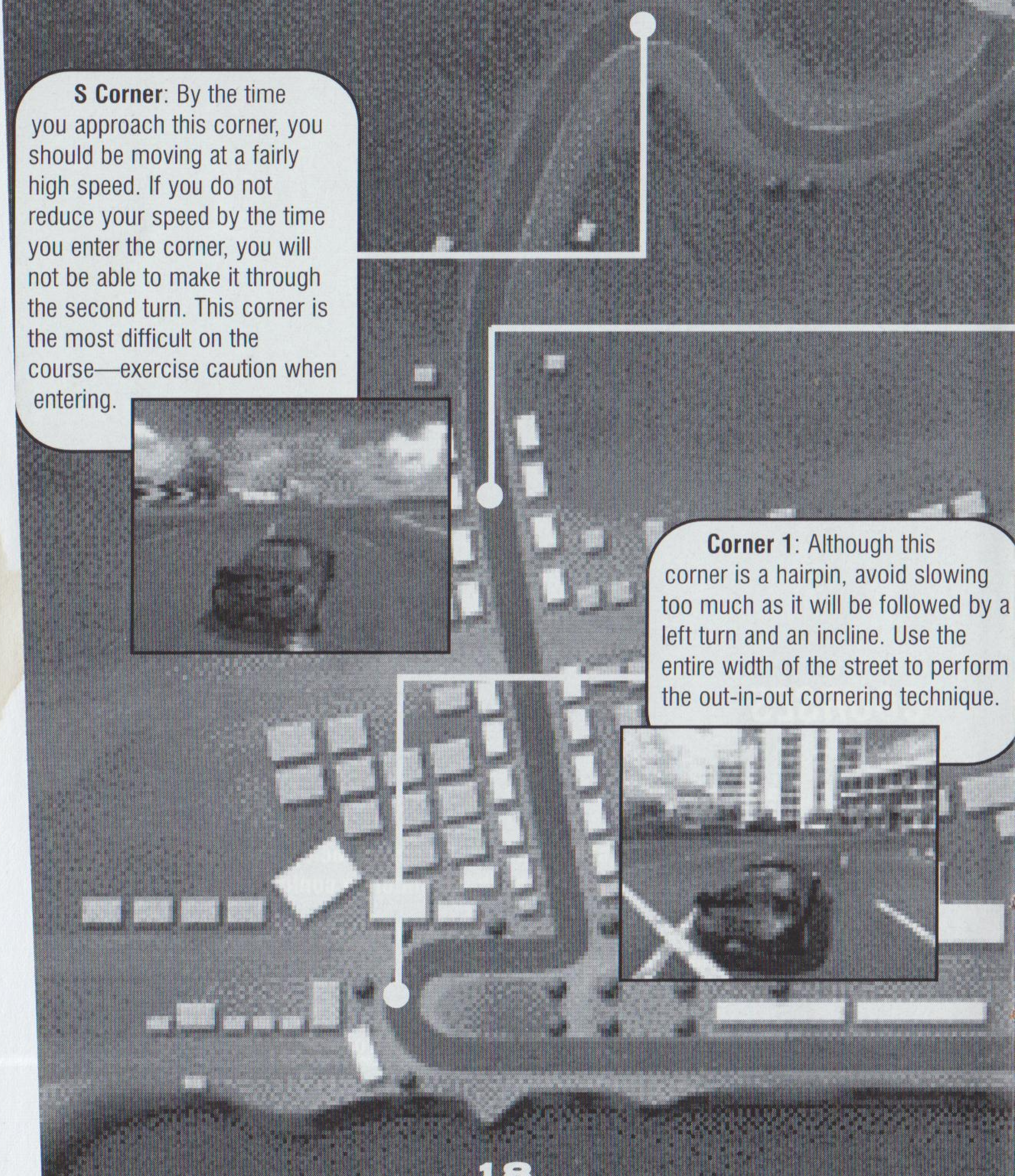
Course availability varies, depending on the game mode and how far you have progressed in the game. The courses are ranked by difficulty. Ranks range from A (hardest) to E (easiest).

Note: There are courses available that are not introduced in the manual.

WEST COAST

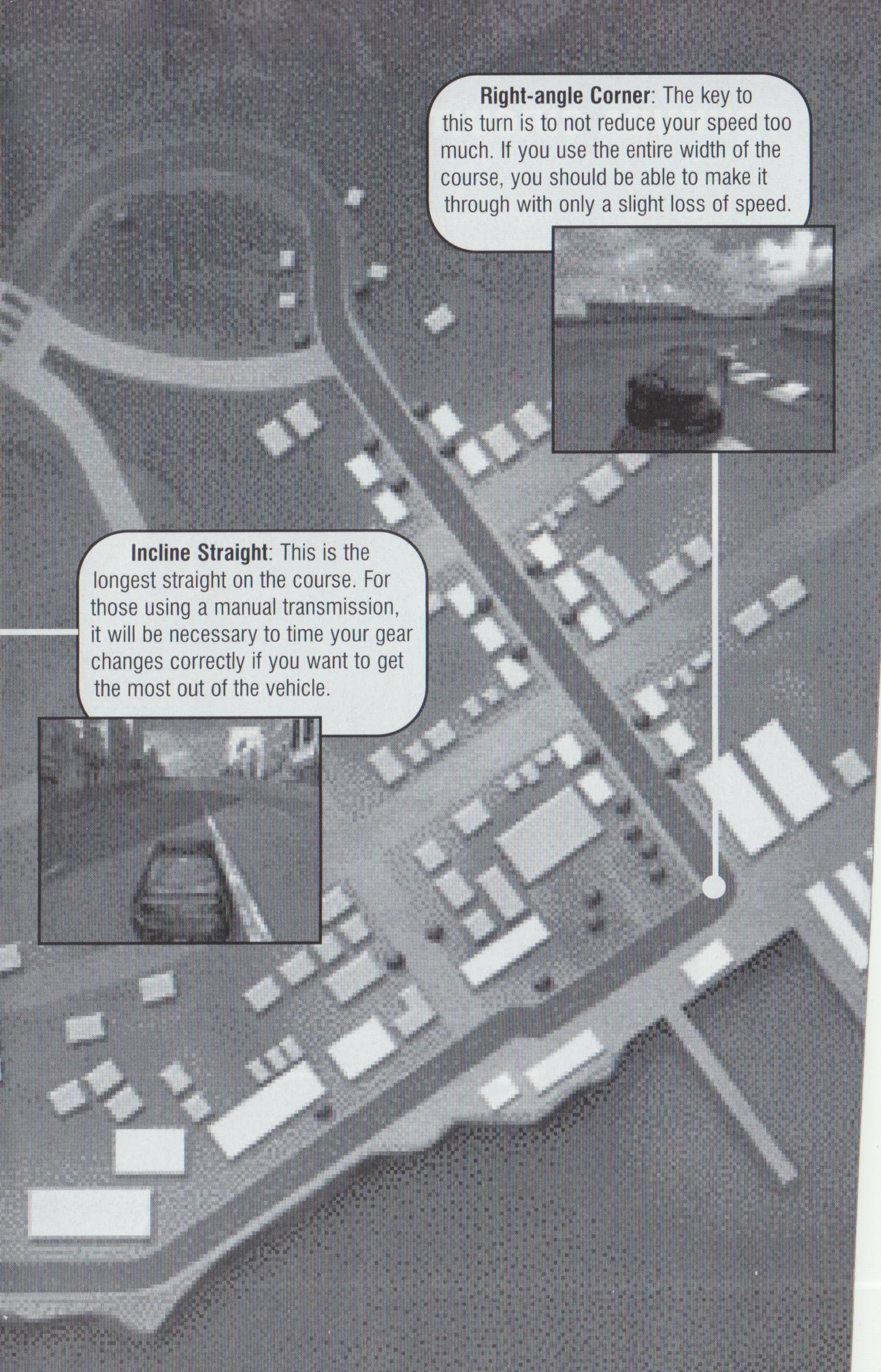
COURSE DATA
Length: 3.740 km
Rank: D

This course is modelled on a West Coast city, with wide streets that even novice drivers can handle at a high average speed. Even more excitement is added with extra jumping points that make the track feel like an action film.



S Corner: By the time you approach this corner, you should be moving at a fairly high speed. If you do not reduce your speed by the time you enter the corner, you will not be able to make it through the second turn. This corner is the most difficult on the course—exercise caution when entering.

Corner 1: Although this corner is a hairpin, avoid slowing too much as it will be followed by a left turn and an incline. Use the entire width of the street to perform the out-in-out cornering technique.



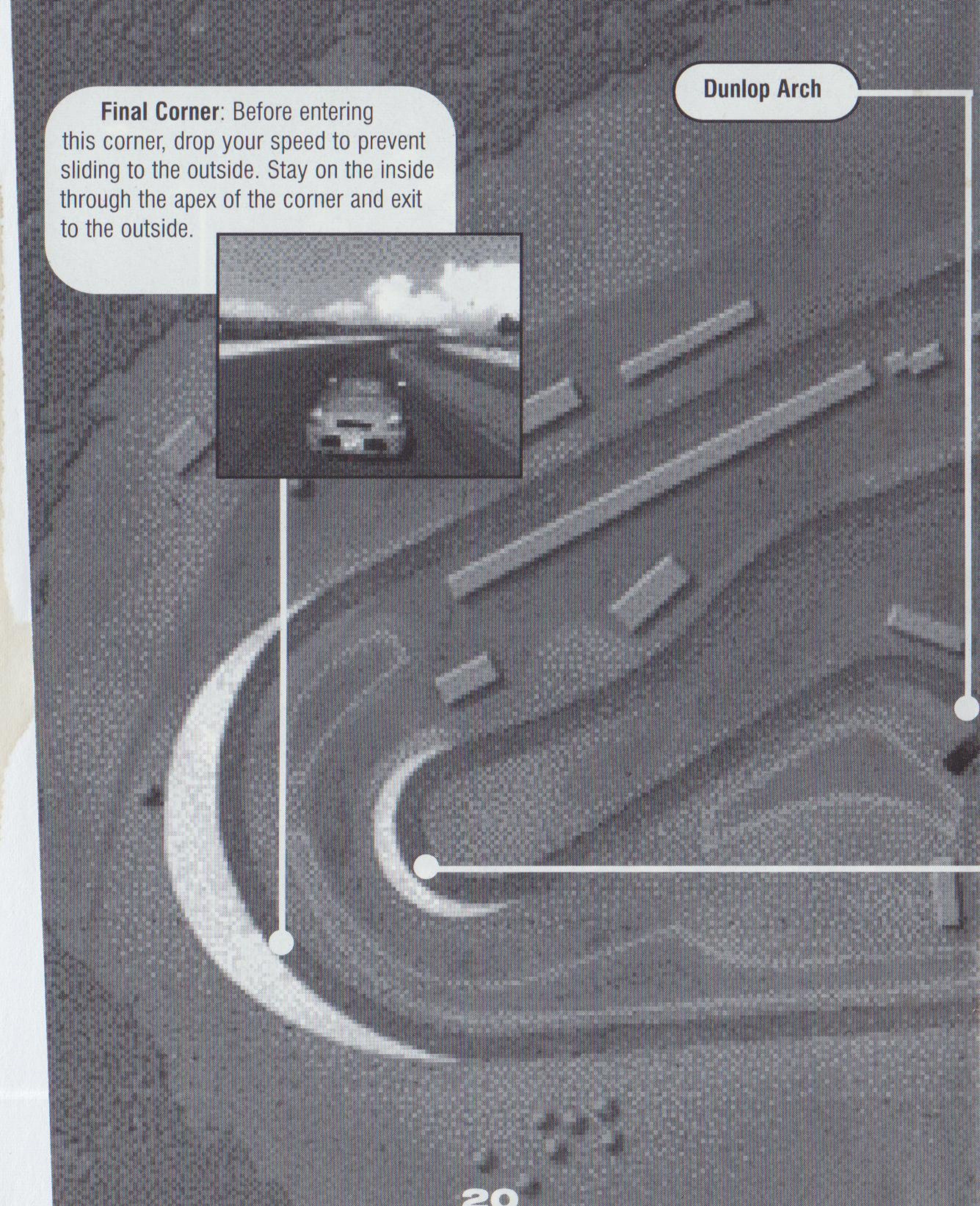
Right-angle Corner: The key to this turn is to not reduce your speed too much. If you use the entire width of the course, you should be able to make it through with only a slight loss of speed.

Incline Straight: This is the longest straight on the course. For those using a manual transmission, it will be necessary to time your gear changes correctly if you want to get the most out of the vehicle.

TSUKUBA CIRCUIT

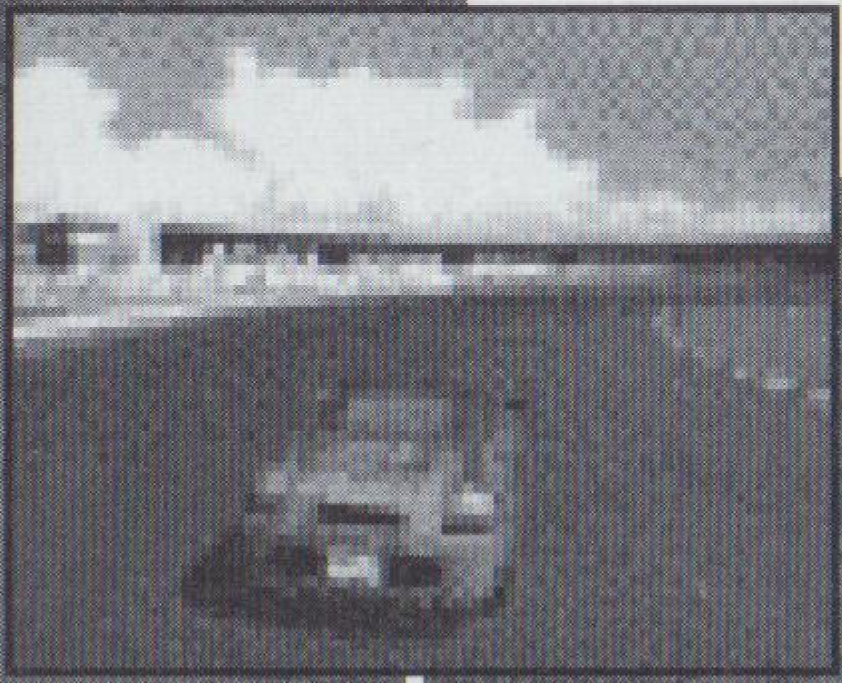
COURSE DATA
Length 2.070 km
Rank: D

This is a short circuit, located in Japan. It is a popular course that attracts both professional and amateur drivers.

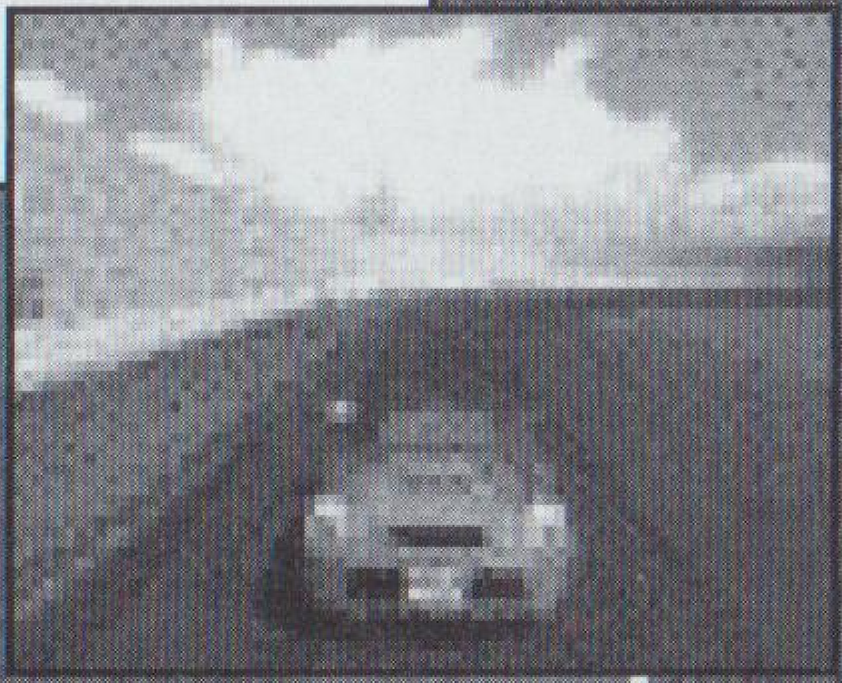


Final Corner: Before entering this corner, drop your speed to prevent sliding to the outside. Stay on the inside through the apex of the corner and exit to the outside.

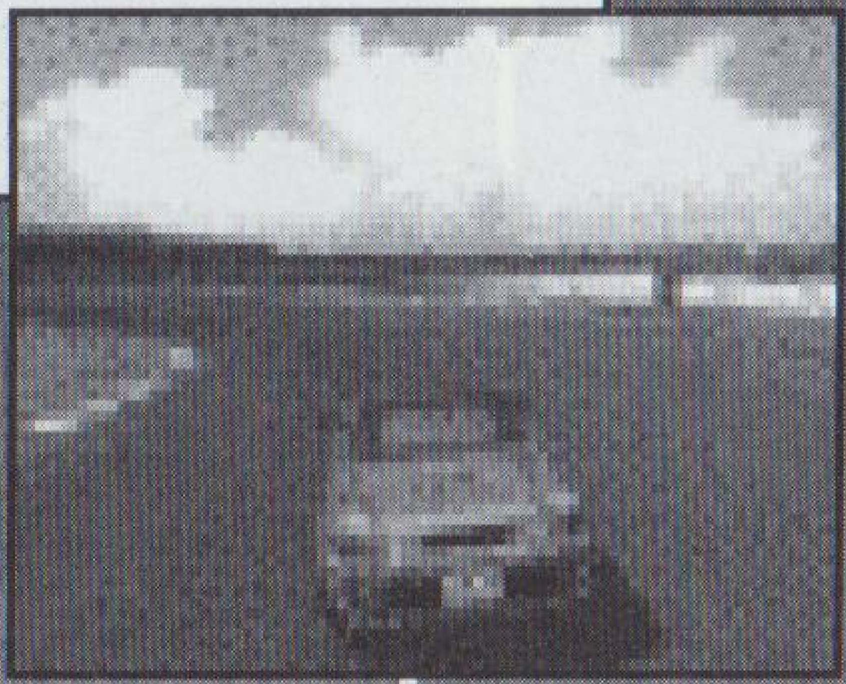
Corner 1: On the home stretch to Corner 1 be careful not brake too late, otherwise you risk driving straight off the course. Enter the corner in second gear.



Hairpin 2: After taking a long curve to the left, you will immediately enter Hairpin 2. As you are nearing the left turn, begin reducing your speed.



Hairpin 1: Hairpin 1 follows a gentle S curve. When you are just about to exit the S corner, drop down to second gear and begin to reduce your speed. This should allow you to take the turn smoothly.

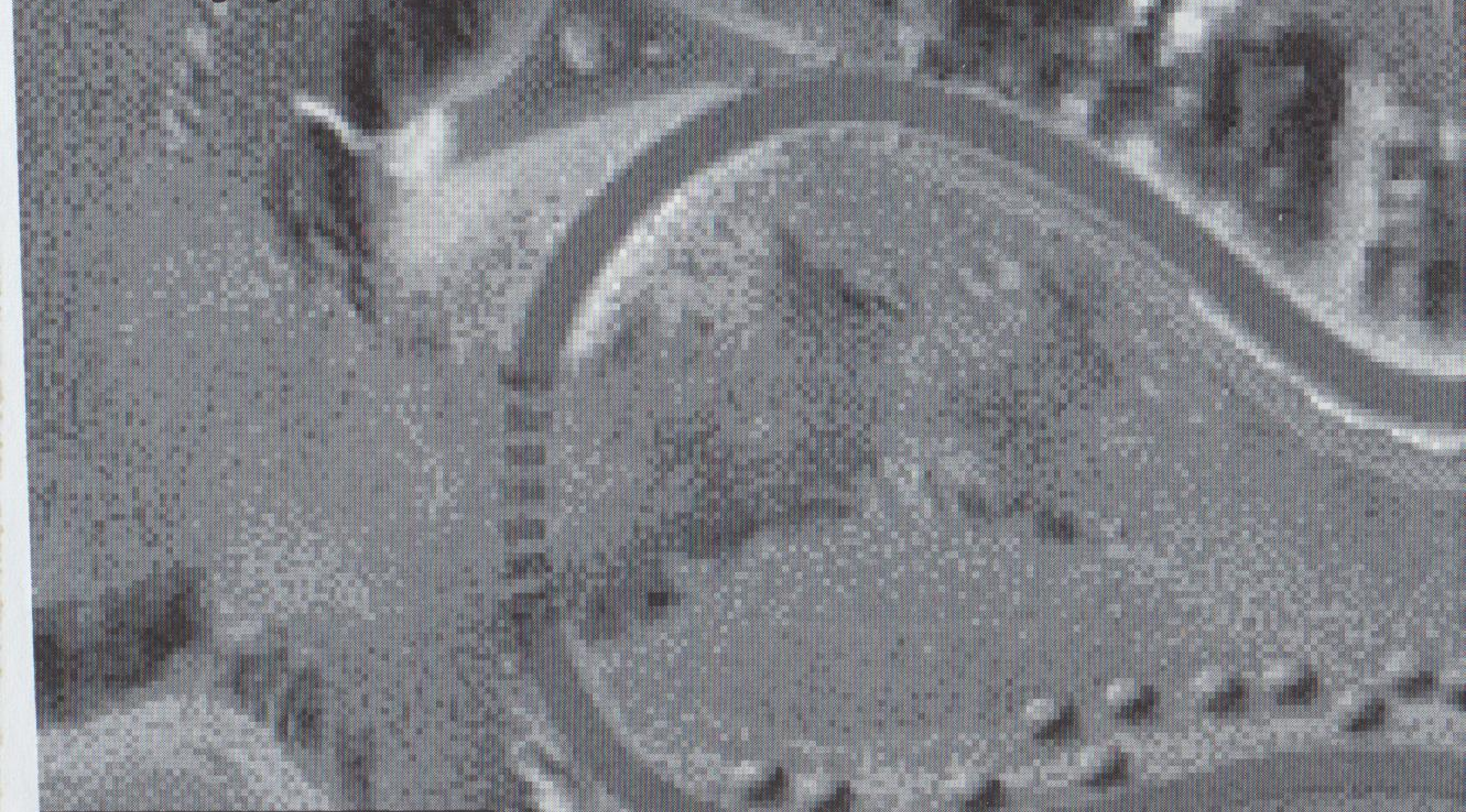


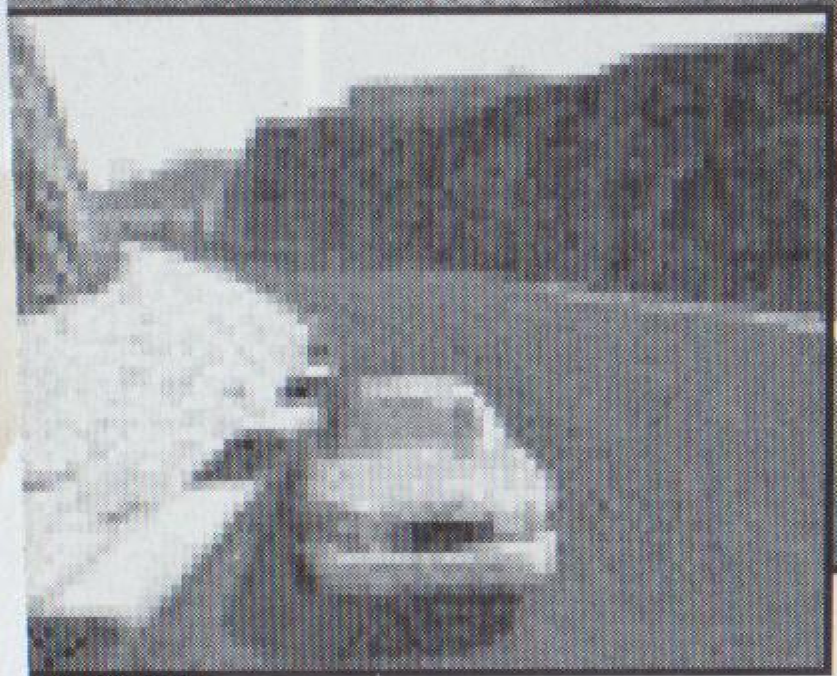
PROVENCE

BEGINNER

COURSE DATA
Length 2.198 km
Rank: C

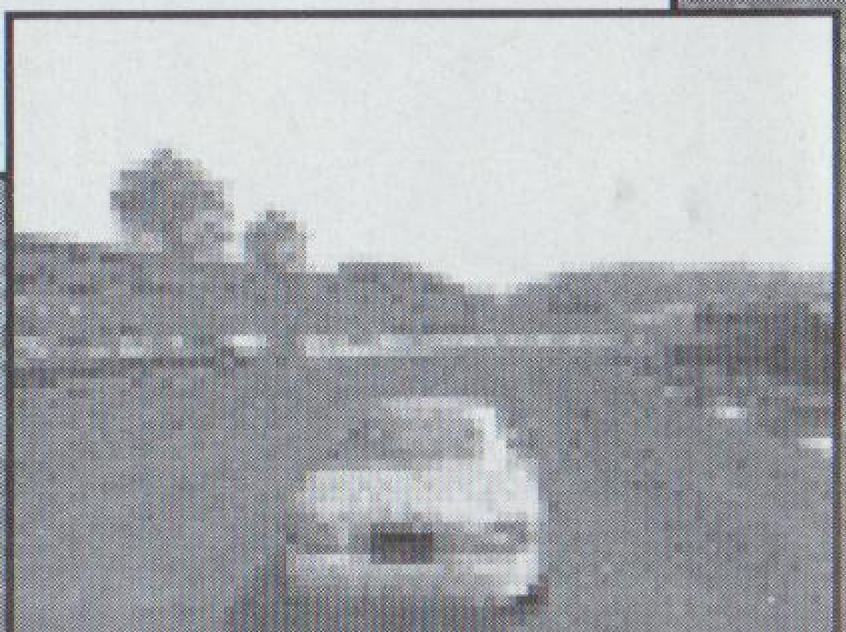
This course, featuring gradual high-speed corners, is modelled on the French countryside. The mountain roads require nimble gear changing.



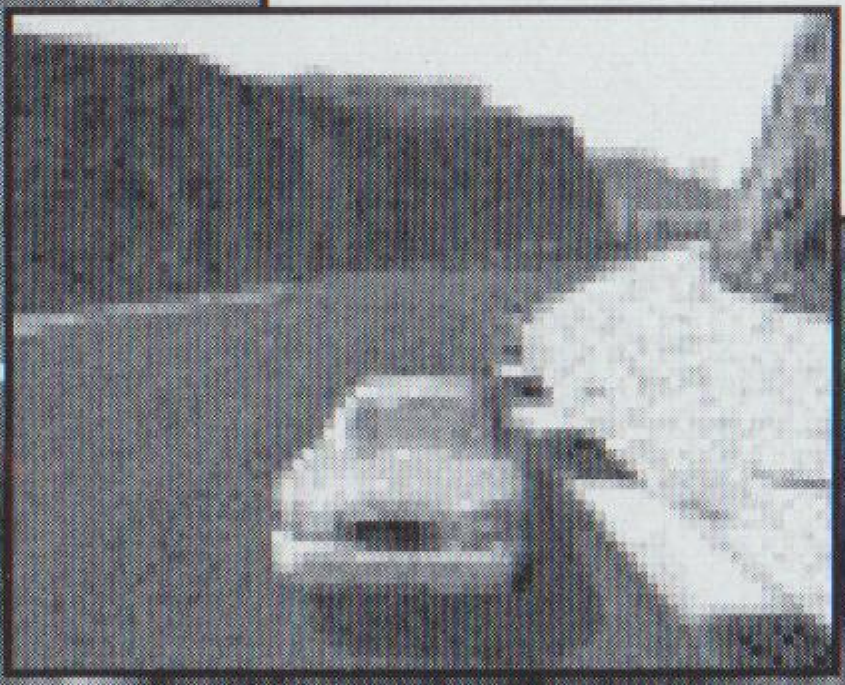


Corner After Tunnel: On the Beginner version of this course there will be an immediate left turn upon exiting the tunnel. When you approach the tunnel exit, position yourself on the inside of the turn and apply the brakes lightly.

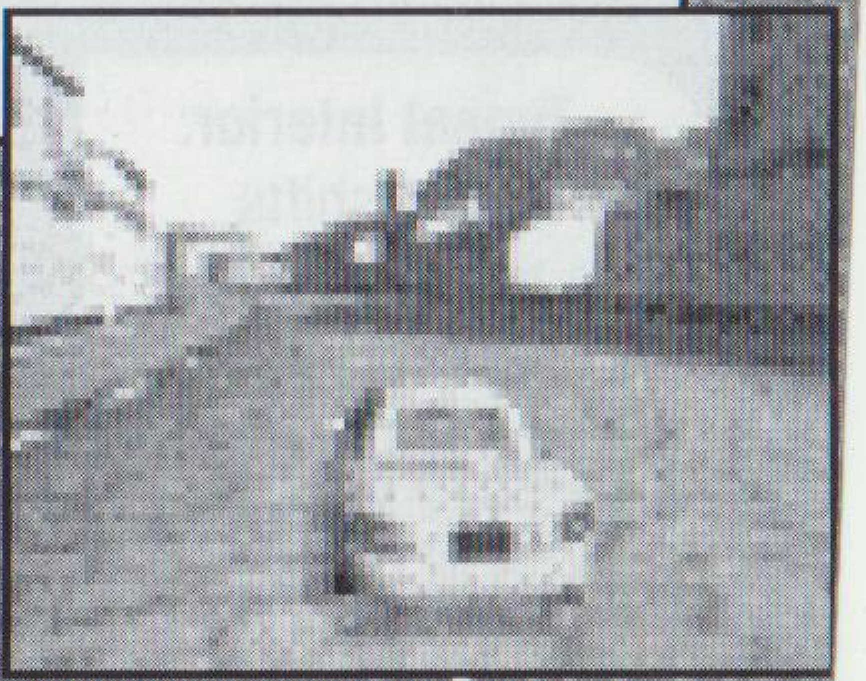
Downhill Compound Corner:
Stay on the right-hand side of the course and keep it at full throttle for the first right turn. As the right turn ends, change down one gear (while gently braking) and enter the left corner.

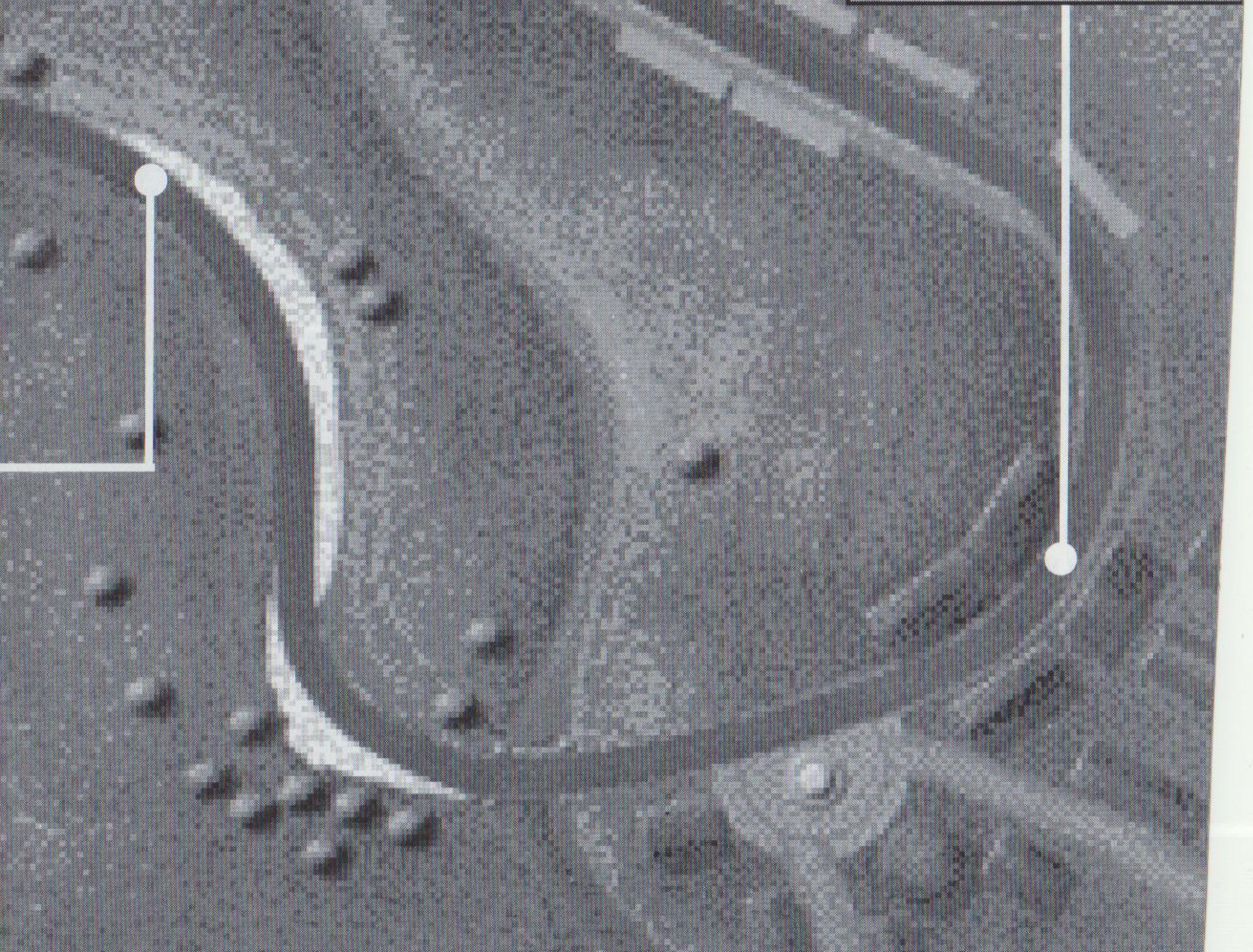


S Corner: The first corner you will encounter after the start is this gentle S corner. A good way to get through it is to position your right wheels on the edge of the track. If you are going too fast, ease off on the accelerator to take the turn.



Final Corner: Be careful of this easy high-speed left turn. Maintain position on the inside of the turn with careful accelerator work.



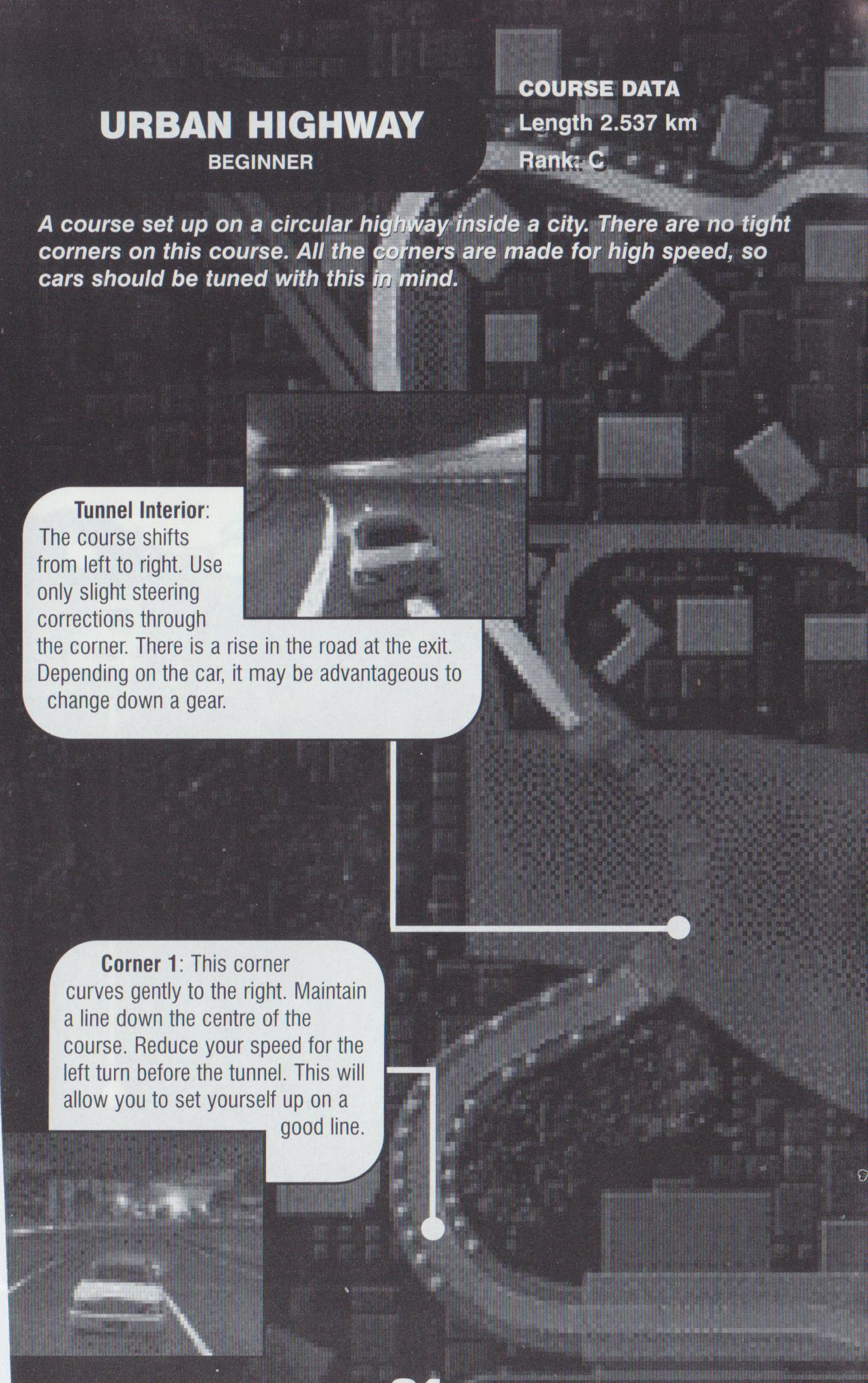


URBAN HIGHWAY

BEGINNER

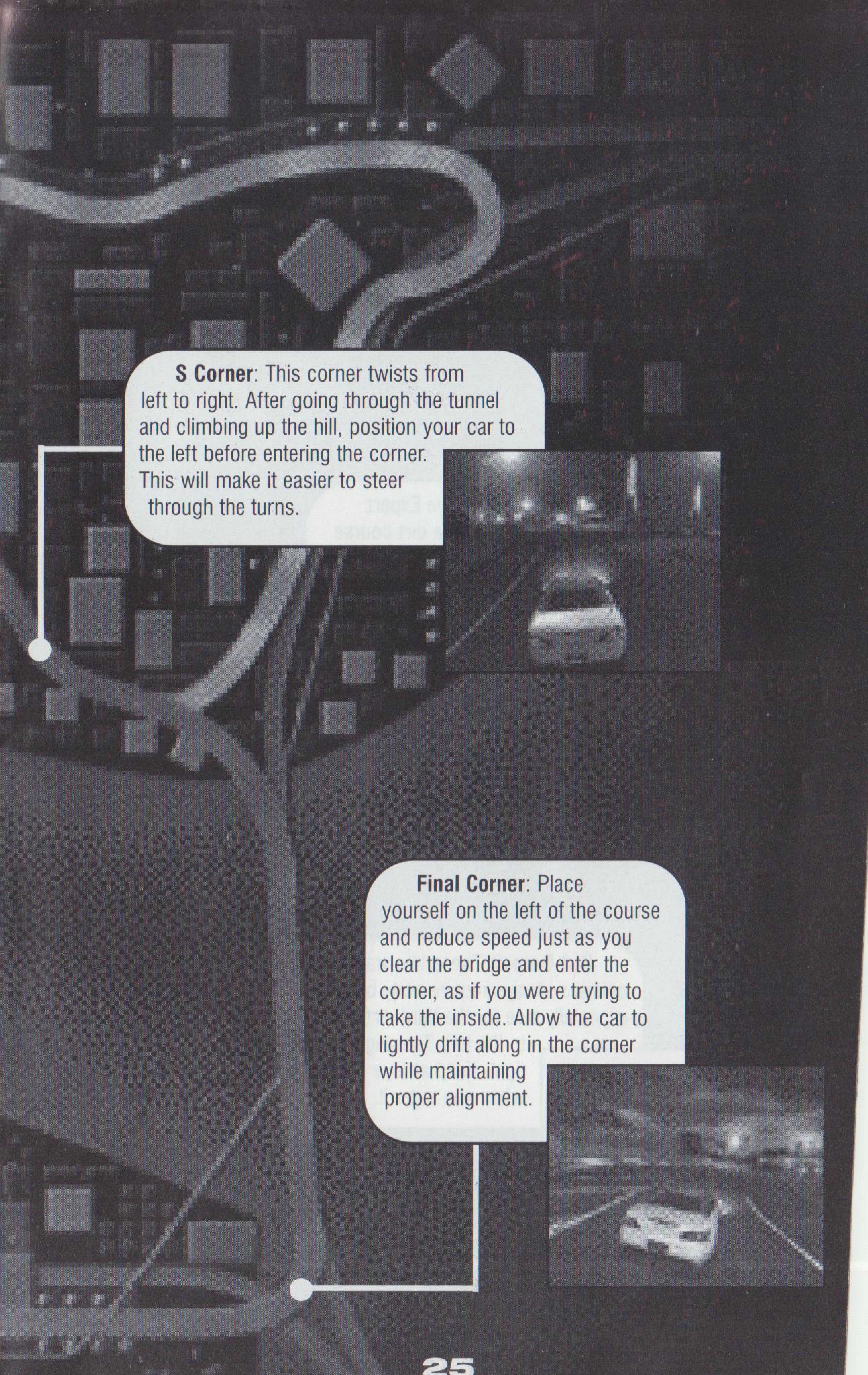
COURSE DATA
Length 2.537 km
Rank: C

A course set up on a circular highway inside a city. There are no tight corners on this course. All the corners are made for high speed, so cars should be tuned with this in mind.



Tunnel Interior: The course shifts from left to right. Use only slight steering corrections through the corner. There is a rise in the road at the exit. Depending on the car, it may be advantageous to change down a gear.

Corner 1: This corner curves gently to the right. Maintain a line down the centre of the course. Reduce your speed for the left turn before the tunnel. This will allow you to set yourself up on a good line.



S Corner: This corner twists from left to right. After going through the tunnel and climbing up the hill, position your car to the left before entering the corner. This will make it easier to steer through the turns.

Final Corner: Place yourself on the left of the course and reduce speed just as you clear the bridge and enter the corner, as if you were trying to take the inside. Allow the car to lightly drift along in the corner while maintaining proper alignment.

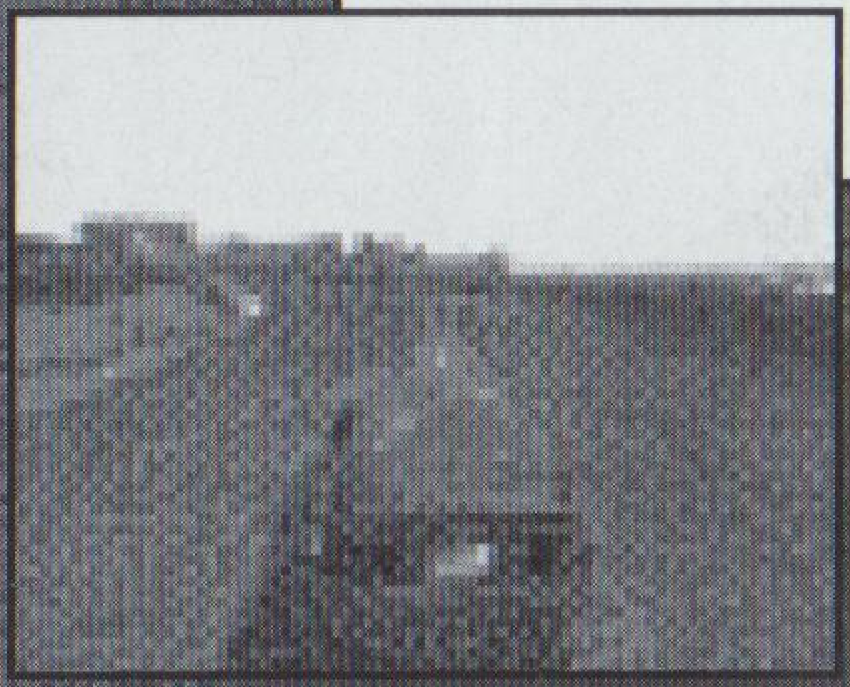
PROVENCE

EXPERT

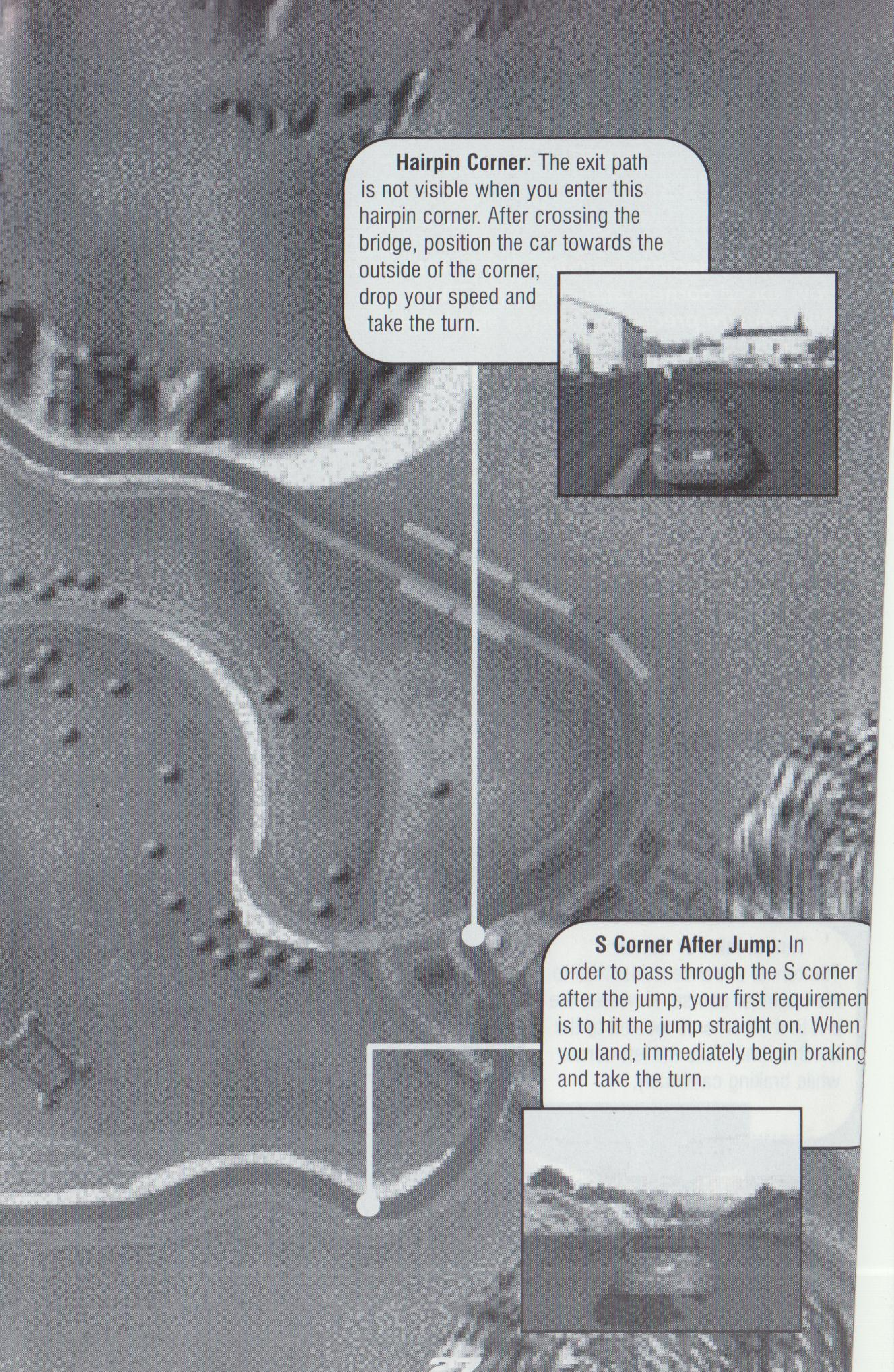
COURSE DATA
Length 2.727 km
Rank: B

A challenging course that starts with a steep incline, then throws you into a low traction dirt course with enough bumps and hills to launch your car off the ground, before finally sending you back into town. This track focuses on the driver's ability to adapt to changing road conditions.

Corner After Tunnel: In the Expert course, the track changes to a dirt course after the tunnel. It then proceeds into a left turn. The road is slippery so be sure to brake early and use the out-in-out technique to get through it.



Dirt Corner: These low-traction dirt courses always require early braking. This is especially true for the third dirt corner that turns to the left. The angle is extremely tight. Keep an eye on your speed when you enter it.



Hairpin Corner: The exit path is not visible when you enter this hairpin corner. After crossing the bridge, position the car towards the outside of the corner, drop your speed and take the turn.

S Corner After Jump: In order to pass through the S corner after the jump, your first requiremen is to hit the jump straight on. When you land, immediately begin braking and take the turn.

URBAN HIGHWAY

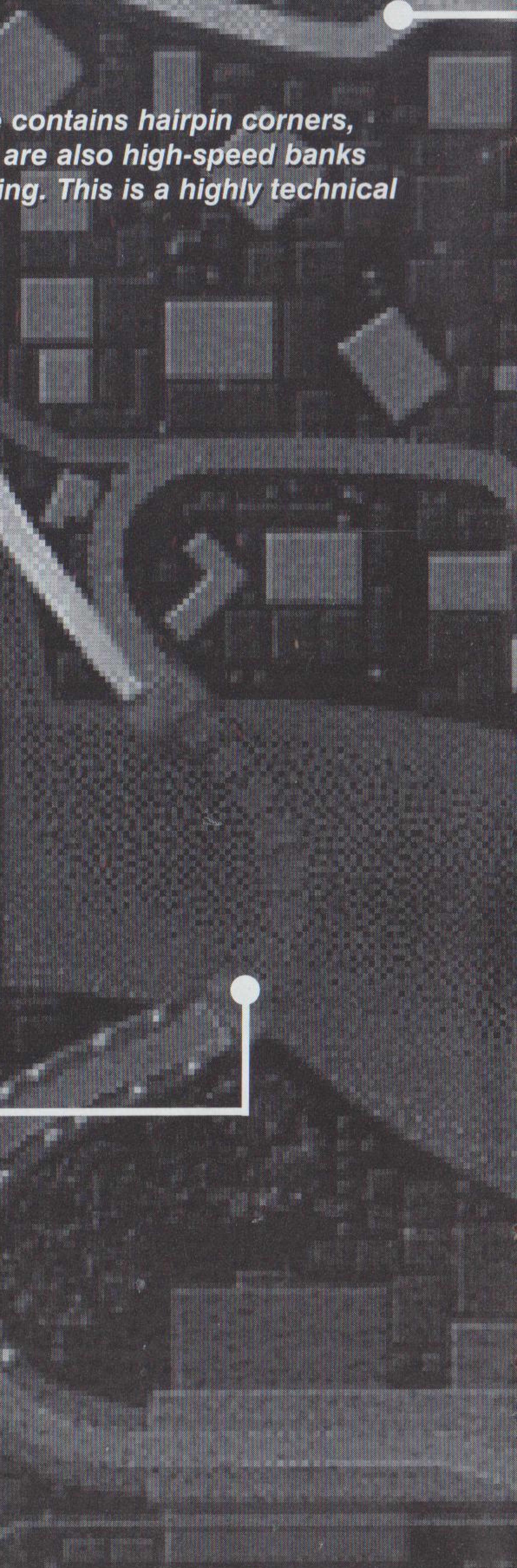
EXPERT

COURSE DATA

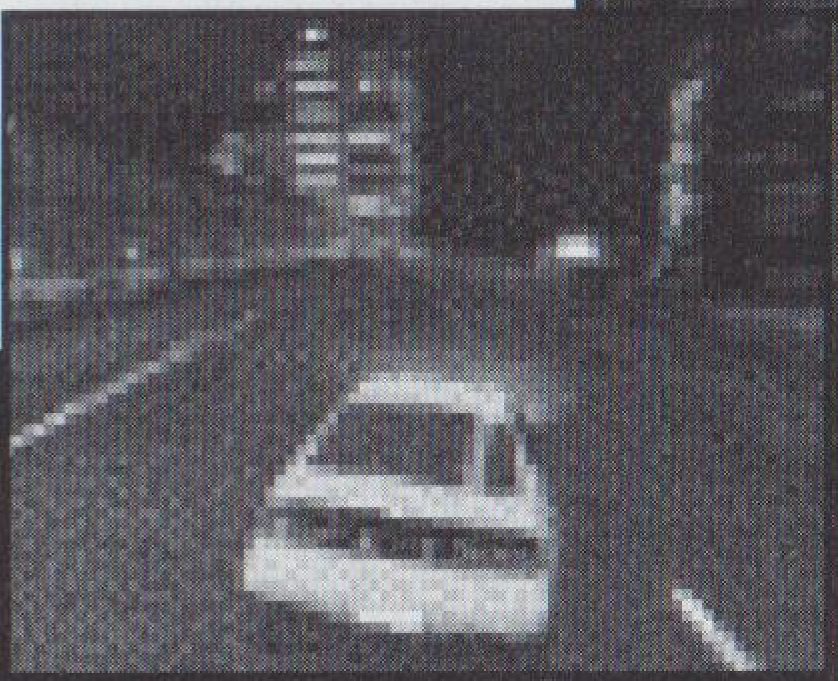
Length 3.885 km

Rank: B

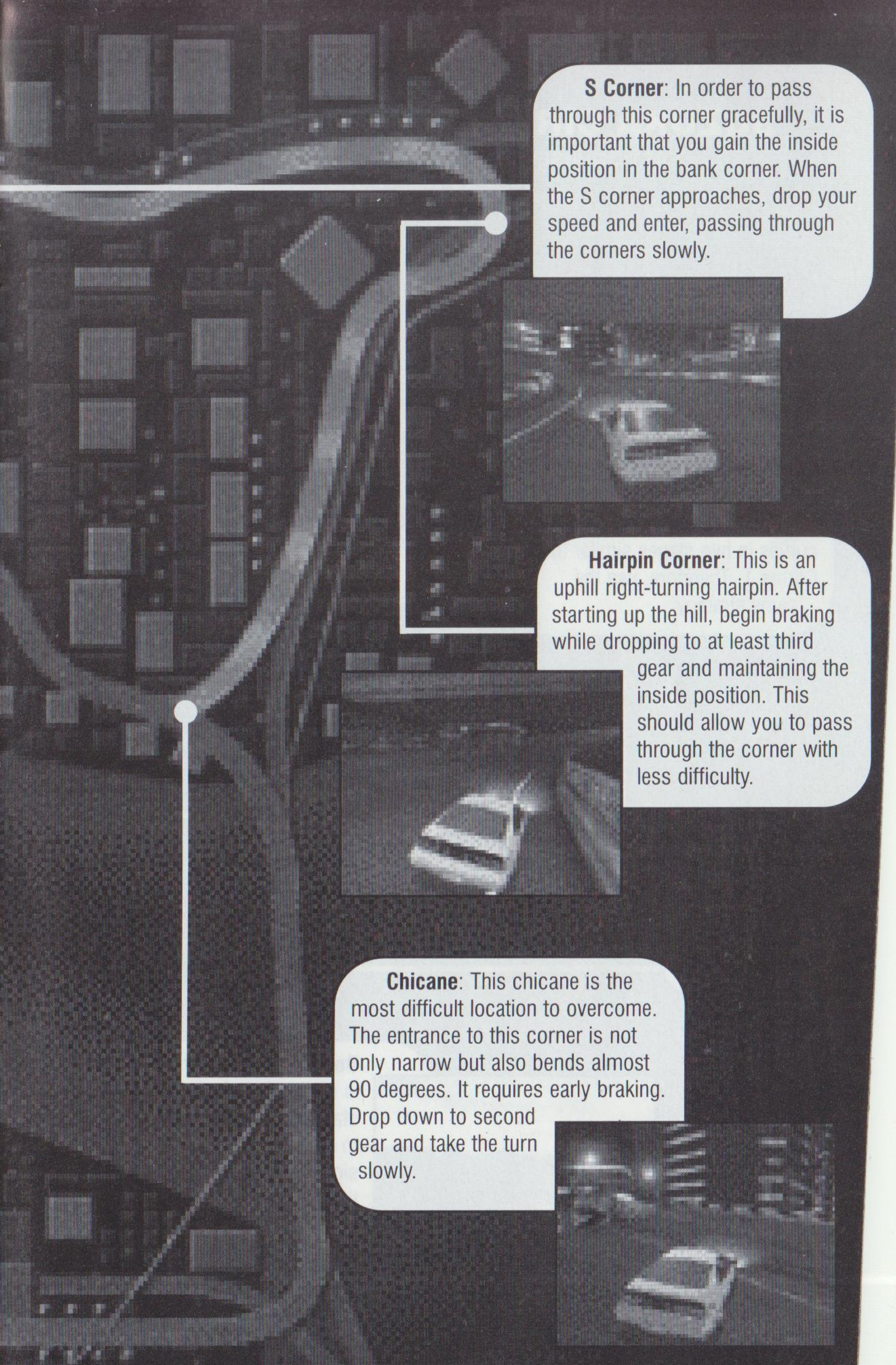
Unlike the Beginner version, this course contains hairpin corners, low speed corners and chicanes. There are also high-speed banks that require precision steering and braking. This is a highly technical course.



Bank Corner: Be careful not to turn the steering wheel too sharply—the bend has a fairly intense bank and doing so can induce a spin. The corner will gradually tighten. Change down a gear to reduce speed (by engine braking) halfway through the corner.



Tunnel Interior Corner: The tunnel entrance is identical to the Beginner course. However, the exit to the corner is located to the left this time. Take the left corner while braking cautiously.



S Corner: In order to pass through this corner gracefully, it is important that you gain the inside position in the bank corner. When the S corner approaches, drop your speed and enter, passing through the corners slowly.

Hairpin Corner: This is an uphill right-turning hairpin. After starting up the hill, begin braking while dropping to at least third gear and maintaining the inside position. This should allow you to pass through the corner with less difficulty.

Chicane: This chicane is the most difficult location to overcome. The entrance to this corner is not only narrow but also bends almost 90 degrees. It requires early braking. Drop down to second gear and take the turn slowly.

SUZUKA CIRCUIT
EAST COURSE

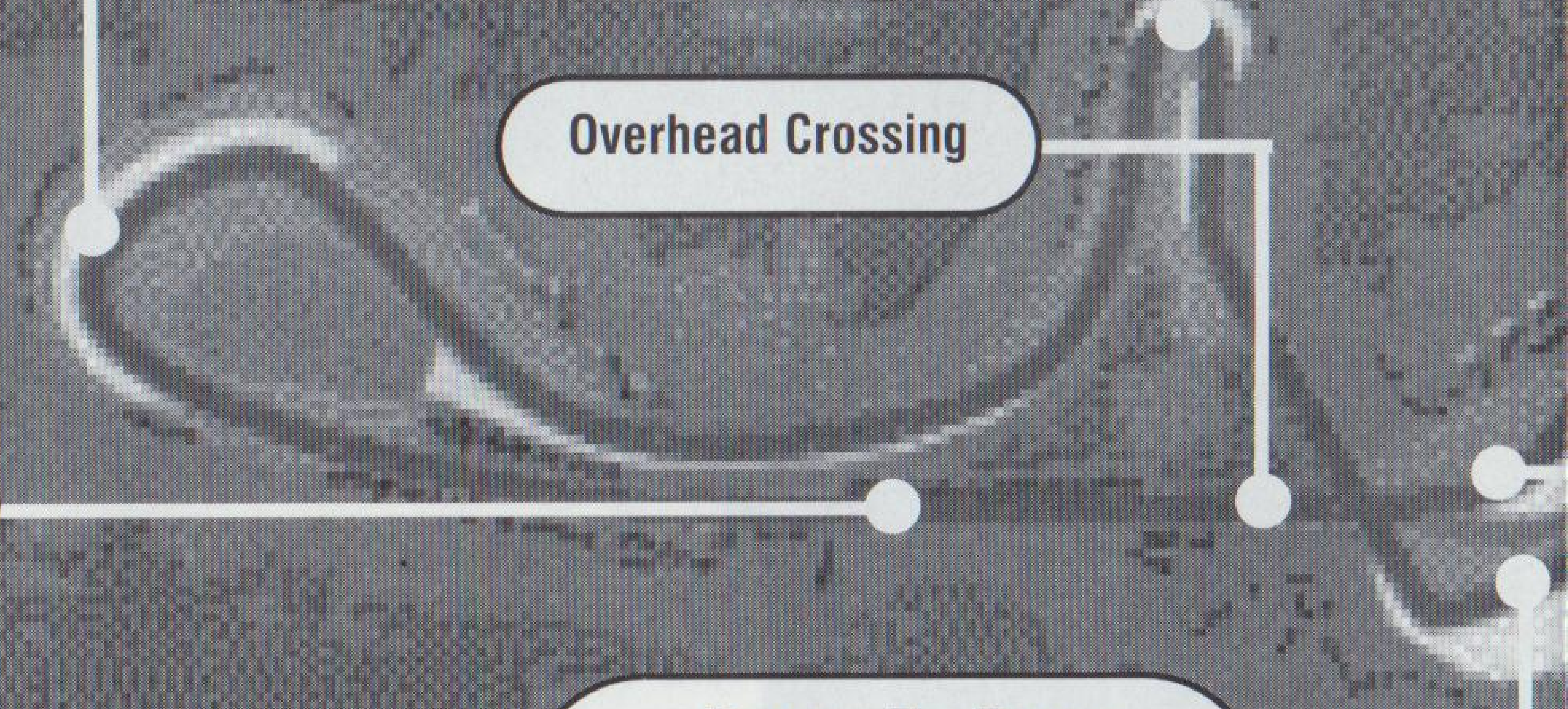
COURSE DATA
Length 2.243 km
Rank: D

SUZUKA CIRCUIT
INTERNATIONAL RACING COURSE

COURSE DATA
Length 5.864 km
Rank: A

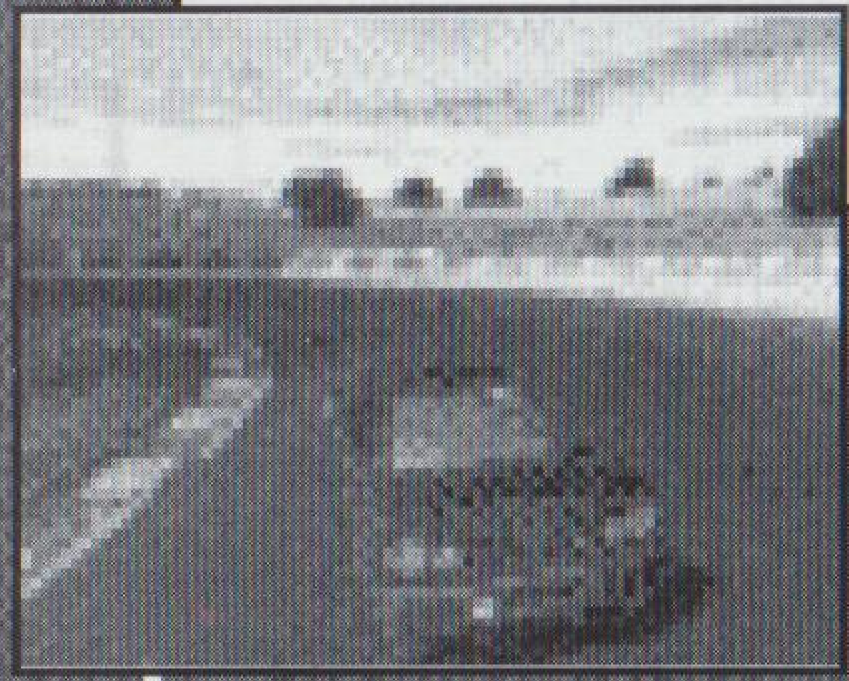
Suzuka is a world-renowned course that is both long and highly technical. It hosts a variety of Grand Prix races every year.

Spoon Corner: The spoon curves in two stages similar to Corner 1. Therefore, use the same strategy.



Degner: The Degner is composed of two stages and requires you to slow down significantly due to its tight angles.

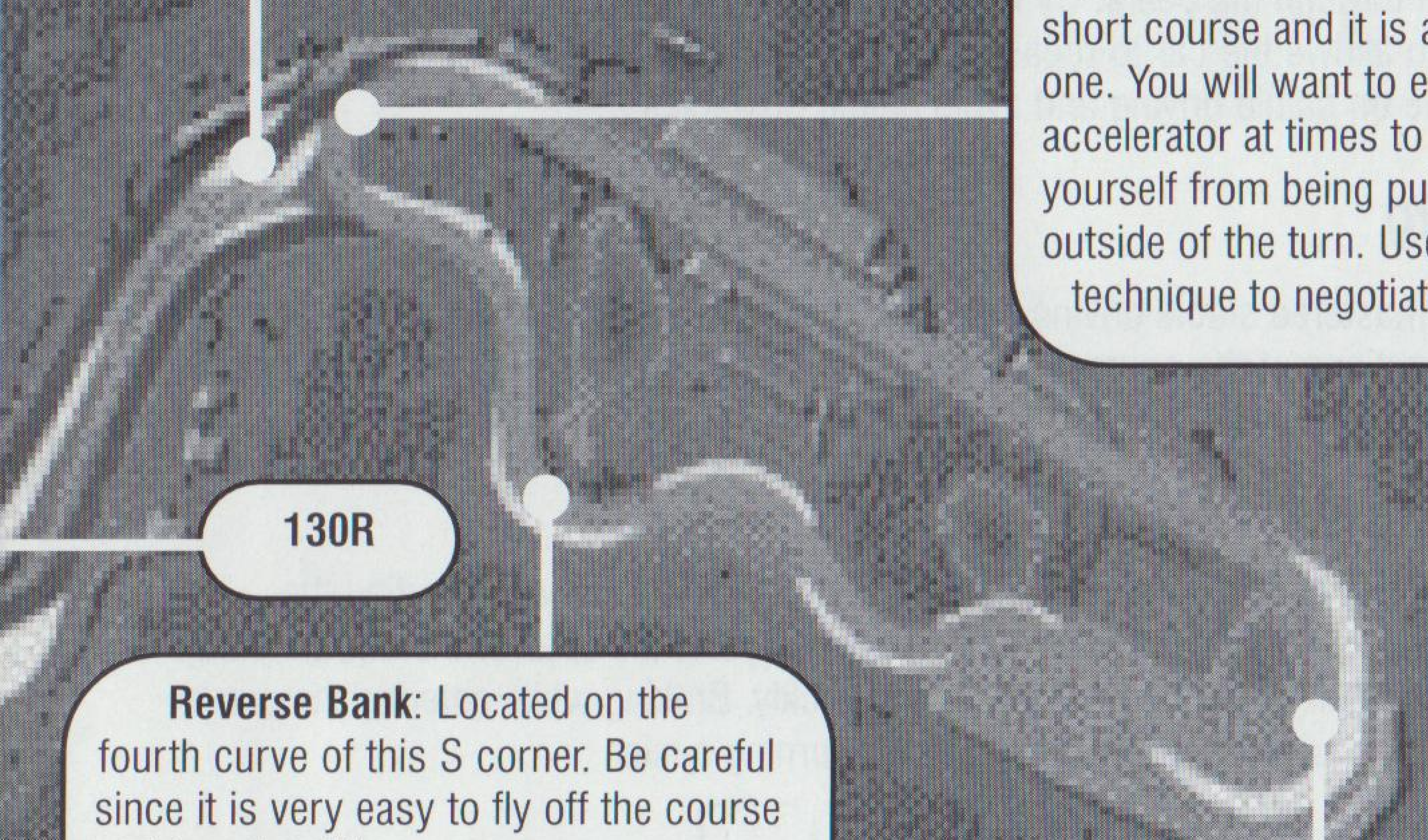
Hairpin Corner: The hairpin lies to the right after coming through Degner. Drop down to second gear when entering the gentle right curve prior to entering the hairpin. Take the curve from the inside and exit on the outside.



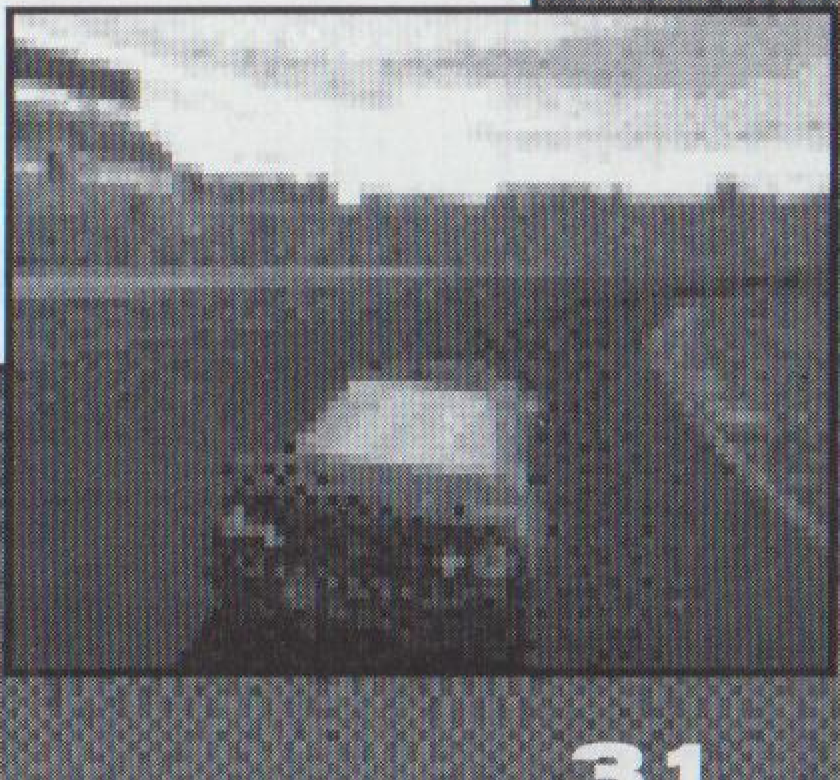
Casio Triangle: This chicane is the most difficult corner to negotiate on the circuit. After taking the 130R, immediately begin reducing your speed near the Daikin Gate. Drop from fourth to second gear, enter the turn and then steer hard in the opposite direction to get through it.

Final Corner (East Course): This is the final corner on the Suzuka short course and it is a high-speed one. You will want to ease off the accelerator at times to prevent yourself from being pulled to the outside of the turn. Use the out-in-out technique to negotiate this corner.

130R



Reverse Bank: Located on the fourth curve of this S corner. Be careful since it is very easy to fly off the course at this point. When you begin to climb the incline, reduce speed slightly.



Corner 1: This corner bends in two stages. The second bend curves very tightly so you will need to reduce your speed as soon as you pass through the first curve.

DRIVING TECHNIQUES FOR BEGINNERS

Driving Emotion Type-S seeks to give a real driving experience. A player who understands real driving will find the game much more enjoyable compared to a player who lacks knowledge of driving techniques. The following sections give a short introduction to those who would like to further their enjoyment of the game or for those who desire to play the game without the help of the assist function.

Racing

Racing appears to be simple, but it's much harder than it seems. The reason for this is that roads are not flat and straight—corners and uneven surfaces provide many obstacles to smooth driving. In the game, keeping the car in 3rd gear or lower and manhandling the steering wheel will get you through the courses. However to get good track times you must use 4th gear or higher. By using the higher gears you increase your speed, but this also increases the difficulty of controlling the car and maintaining stability.

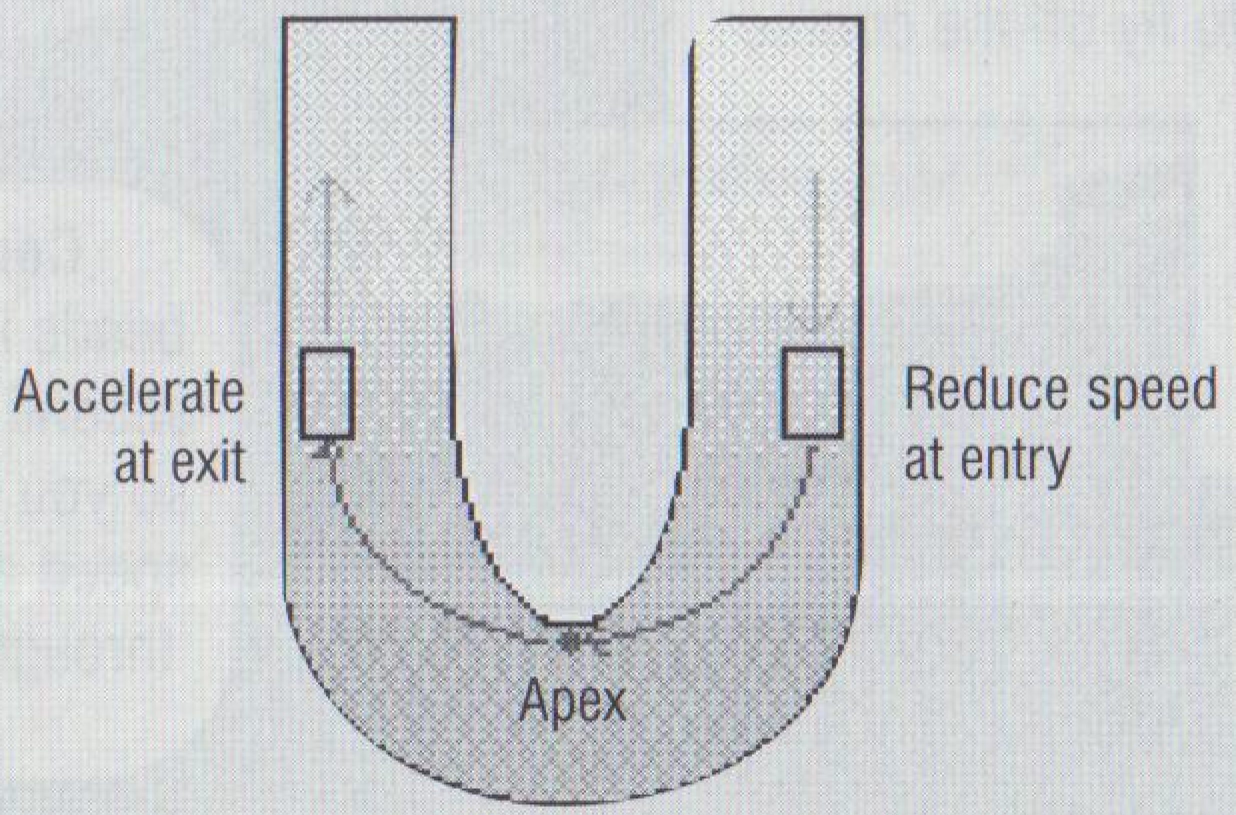
Constantly holding the accelerator button is one way to drive. However, once the tyres lose their grip, the car will begin to swerve and you will more than likely spend your time slamming into walls. To prevent this, you must reduce your speed by doing one or more of the following: gently letting up on the accelerator, applying the brakes or moving down through the gears. By reducing speed, you allow the tyres to regain their grip. This also allows the car to regain stability after making a steering error. Initially, try to concentrate on stable driving and avoid hitting obstacles.

Cornering

Once you've mastered stable driving, the next step is cornering. However fast you go in the straight sections of the course, you must slow down for the corners. There are two major cornering theories:

Slow In-Fast Out

This theory consists of slowing when entering and accelerating when exiting the corner. You should continue braking until you are beyond the apex of the corner, then floor the accelerator to get through the curve quickly. Braking while entering the curve improves the grip of the front tyres and makes turning easier.



Note: Line Training features four Autocross courses that are not available in any other mode (braking points are not displayed on these courses).

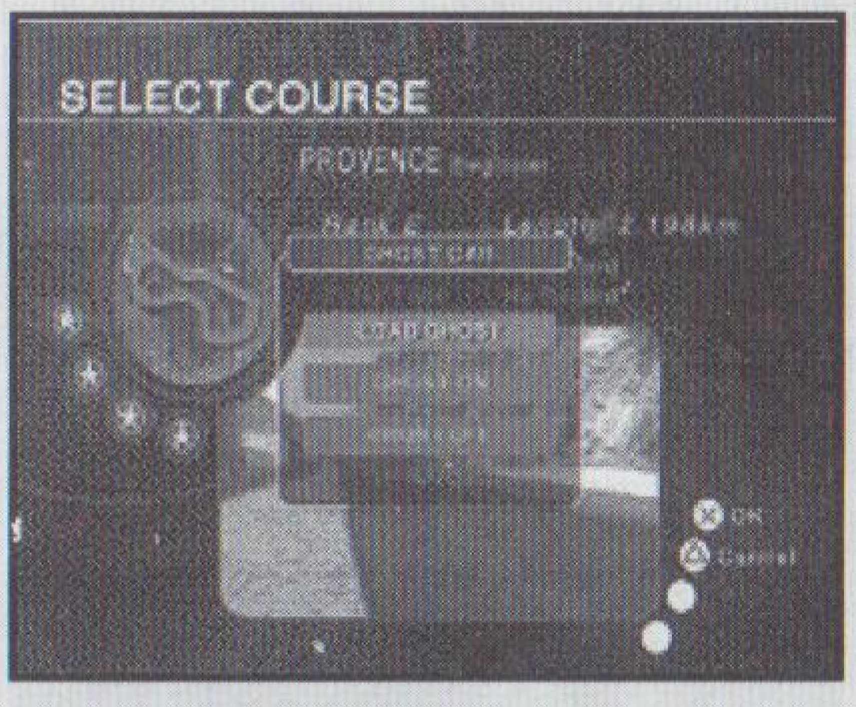
- To race in Line Training mode, follow steps **1** to **3** listed under Arcade Type-S mode.

Time Attack

In Time Attack mode, you race on your own. The object is to achieve the fastest time for a course. Your own record appears as a "Ghost Car" if this option has been selected (see *Activating the Ghost Car,* below), making it easier to race against your best time.

- To race in Time Attack mode, follow steps **1** to **3** listed under Arcade Type-S mode, then directional button **UP/DOWN** to select your preferred option in the Ghost Car menu.

Activating the Ghost Car



A Ghost Car can be activated in order to highlight your progress in comparison with previous attempts on a course. To enable this option using data from the last race only, select GHOST ON from the Ghost Car menu. In order to compare your time against previous saved races, it is necessary to load your time data for these races from the memory card (8MB) (for PlayStation®2). You can do this by selecting LOAD GHOST.

Note: If LOAD GHOST has been selected, after loading is complete you must still select GHOST ON.

In order to disable the Ghost Car option, select GHOST OFF in the Ghost Car menu. After the race is completed, it is possible to save the current race time (as a Ghost Car) to a memory card (8MB) (for PlayStation®2). To do this, select SAVE GHOST in the Retry menu, which appears after the race has been completed.

CAR TERMINOLOGY

1/4 Mile: Timed 1/4-mile drag race competition between two cars.

4WD (Four-Wheel Drive): The engine of a Four-wheel drive vehicle is positioned at the front of the vehicle and drives all four wheels, giving excellent stability and acceleration. However they are often heavier and therefore have a tendency to under-steer.

Autocross: Timed course competition, usually set up with pylons in car parks.

Bank: The angled section of a corner.

Coupe: A vehicle with a short and slanted rear roof.

Damper: Shock absorbers and struts that absorb vibrations transmitted from the road surface.

Differential Gear: Gear that handles the different spinning rates of the left and right wheels during cornering.

Displacement: Volume of the cylinders. Gives a rough idea of the size of an engine. A larger displacement usually gives more horsepower and torque.

Engine Braking: Friction and drag caused by the engine when the accelerator is not depressed (in the game, when the ✖ button is not pressed). Generally, the lower the gear, the greater the effect the engine has in slowing down the vehicle.

FF (Front Engine, Front-Wheel Drive): The engine is positioned at the front of the vehicle and drives the front wheels. These vehicles typically have good stability at steady speeds and in poor conditions, but they tend to under-steer at corners.

FR (Front Engine, Rear-Wheel Drive): The engine is positioned at the front of the vehicle and drives the rear wheels. These vehicles typically have good manoeuvrability and acceleration but, compared to other drive layouts, they require better driving skills. A rear-wheel drive allows for easy "tail-sliding", making this set-up ideal for "drift-style" driving.

Grip: The degree to which the tyres maintain contact with the road surface. Good grip means that tyres are less likely to slip.

Hairpin: A corner turning greater than 180 degrees.

Hatchback: A car with access to the rear through an upward-lifting "hatch" at the back.

Horsepower: Abbreviated as HP. This indicates the amount of power produced by the engine.

LSD (Limited-Slip Differential): A mechanism that prevents one wheel from locking up while the other wheel is spinning.

MR (Mid-Engine, Rear-Wheel Drive): Engine is positioned near the vehicle's centre-of-mass, driving the rear wheels. Excellent balance and cornering ability but tricky to drive at the limit.

Over-steer: Condition occurring when the rear tires lose grip and spin the vehicle towards inside of the turn.

RR (Rear Engine, Rear-Wheel Drive): The engine is positioned behind the rear axle and drives the rear wheels. Merits include better traction and lighter weight, but these are balanced by poor cornering.

Roll: Term used to describe tendency of the car to lean towards the outside of a turn during cornering.

Rotary Engine: Engine-type developed by Mazda. The engine consists of a three-sided rotor that spins to generate power. It has good power with a small displacement.

Sedan: Standard passenger car that holds 4 to 6 people.

SUV (Sport Utility Vehicle): On-road vehicles with off-road capabilities.

Turbo: Technical name is a turbo-charger. A turbine driven by exhaust gas to force more air into the cylinders, which in turn yields more power.

Torque: Measurement of power transmitted to the wheels. A higher number means better acceleration. Torque is measured in ft-lbs.

Under-steer: Condition occurring when the front tires lose grip and push the car towards the outside of a turn. Caused by entering a corner too fast.

Wagon: A car with a sedan cabin and extended rear section to provide extra cargo space.

CREDITS

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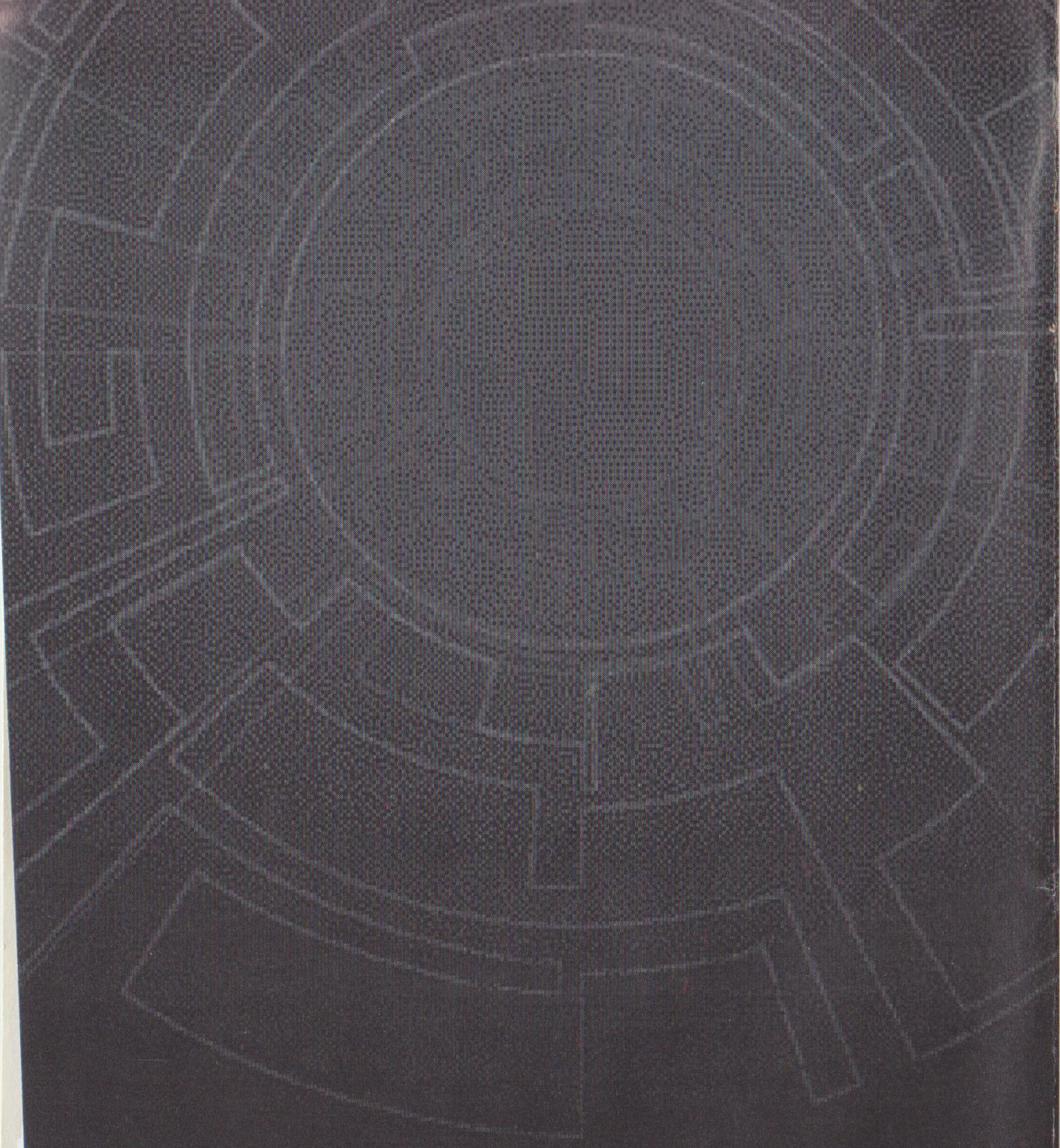

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